

THE  
**MERCHANTS' MAGAZINE**  
 AND  
 COMMERCIAL REVIEW.

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EDITED BY

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# THE MERCHANTS' MAGAZINE

AND

## COMMERCIAL REVIEW.

JUNE, 1861.

### THE FUTURE SUPPLY OF COTTON.

I. RAPID INCREASE IN SPINDLES, FACTORIES AND POWER LOOMS IN ENGLAND.—II. INCREASED IMPORTATIONS FROM THE UNITED STATES AND FROM INDIA.—III. MOVEMENTS OF THE MANCHESTER COTTON SUPPLY ASSOCIATION.—IV. INCREASED GROWTH OF COTTON IN TURKEY, GREECE, CYPRUS, ASIA MINOR, EGYPT, MADEIRA, SIERRA LEONE, LIBERIA, THE GOLD COAST, THE RIVER NIGER, NATAL, CAPE COLONY, CUBA, JAMAICA, BARBADOES, PERU, NEW-GRANADA, BRITISH GUIANA, EAST INDIES, JAVA, BATAVIA, AUSTRALIA, CEYLON, PEGU, INDIA.

The future supply of cotton throughout the world is one of the most important of the commercial questions of the day. England, in justice to herself, and to make her mills and machinery independent of any one source of supply, has been for years using strenuous exertions towards extending the area of cotton cultivation.

We now have recent information from the East Indies, Africa, &c., which shows that these exertions will lead to important results. This is a matter of vital moment to England. In the year 1839 there were in Great Britain 1,819 cotton factories; worked by horse-power of steam, 46,827; and of water, 12,977; and by persons of all ages and both sexes, 259,385.

The census of 1851, and careful inquiries in 1856, show the rapid consumption of cotton in that country. The following table gives the figures for 1850 and 1856. They are taken from returns made to Parliament:

YEARS.	<i>Fact. in G. Brit.</i>	<i>Spindles.</i>	<i>Power Looms.</i>	<i>Persons Employed.</i>	HORSE POWER.	
					<i>Of Steam.</i>	<i>Of Water.</i>
1850, .....	1,932 ..	20,977,017 ..	248,627 ..	330,924 ..	71,005 ..	11,550
1856, .....	2,210 ..	28,010,217 ..	298,847 ..	397,213 ..	88,001 ..	9,131

In 1850 the whole value of the cotton manufacture did not exceed £45,826,000; in 1856 it was £57,074,000; in 1859 nearly £72,000,000; now it must be much nearer £80,000,000 than £70,000,000. If this be borne in mind, it will be at once perceived how very much the present

condition of affairs must exceed the statements for former times. About a sixth of the number of persons employed are children, or very young persons, and it was estimated in the beginning of last year that the number of persons employed in the manufacture could not be under 500,000. On the whole, if we add five or six hundred to the number of factories of Great Britain returned in 1856, and augment the other items of the account in proportion, we shall possibly not be very much in error as to the present dimensions of the trade.

Looking at the statistics of the supplies from the different sources during the last seven years, we find that England has received the following number of bales from each source :

YEARS.	U. States.	Brazil.	W. Indies.	Egypt.	E. Indies.	Total.
1854, .....	1,667,902 ..	107,037 ..	8,225 ..	81,218 ..	308,184 ..	2,172,593
1855, .....	1,626,086 ..	134,528 ..	6,708 ..	113,961 ..	396,027 ..	2,277,310
1856, .....	1,758,295 ..	121,531 ..	11,323 ..	113,111 ..	459,508 ..	2,463,768
1857, .....	1,481,717 ..	168,340 ..	11,467 ..	75,598 ..	680,466 ..	2,417,588
1858, .....	1,855,340 ..	108,886 ..	6,867 ..	101,405 ..	350,218 ..	2,422,746
1859, .....	2,086,341 ..	124,837 ..	8,338 ..	99,876 ..	509,688 ..	2,829,110
1860, .....	2,580,843 ..	103,050 ..	9,956 ..	109,985 ..	562,852 ..	3,366,686

England pays annually from one hundred and sixty to one hundred and seventy millions of dollars for cotton from all parts of the world, and after producing goods for the consumption of her own people, exports to foreign countries over fifty millions sterling in cotton goods. The profits to England on the manufactures of cotton goods may be readily estimated at nearly three hundred millions of dollars. The following statements embrace nearly all the facts reported by the Manchester Supply Association :

At the last annual meeting of the Manchester Cotton Supply Association, it was moved by LORD ALFRED CHURCHILL, M. P., seconded by T. G. BARING, Esq., M. P., supported by HYDUR JUNG BAHADOOR, J. LYONS McLEOD, Esq., the Rev. GEORGE PRITCHARD, the Hon. ALGERNON EGERTON and EDWIN A. HICKEY, Esq., and passed unanimously :

"That as the opening up of new sources for the supply of cotton has become a question of great national interest, it is incumbent upon all classes of the community to support the movement now in progress for promoting the growth of cotton in Africa, Australia, South America, the West Indies and other countries ; that, as the development of the resources of India is of vast importance to this country, it is the bounden duty of Her Majesty's government to give every encouragement to the unfettered action of private enterprise and public companies, whether for the cultivation of cotton, the opening of river navigation, the construction of canals or other public works, calculated to facilitate European intercourse with the natives, or increase the productive powers of our Eastern Empire. And this meeting especially urges upon the spinners and manufacturers, as well as upon all other interests, directly or indirectly concerned in the cotton trade, to assist in the work of creating that healthy competition among many markets, which alone can obviate the evils arising from our present position of dependence upon one main source of supply."

The committee, in their annual report, say, that their continuous and persistent labors have already resulted in direct benefit to the cotton trade of England, and the prospects of ultimately realizing the great aims



of the Association are daily assuming a more encouraging and hopeful aspect. During the brief period of its existence, the Association has succeeded in making known in all parts of the world the urgent need for increased supplies of cotton, to meet the expanding power of consumption; and has enlisted, both in their own colonies and in foreign countries, a wide range of active and practical support in furtherance of its designs.

The "cotton question" has now ceased to be a local topic, circumscribed within the limits of the trade. Its vast importance, as embracing so many varied interests of capital and labor, and involving the prosperity or decay of more than one-third of British commerce, has drawn around it the support of a large number of the influential journals of the country, has enlisted the advocacy of numerous members of both Houses of Parliament, and obtained for it the assistance of the chief departments of Her Majesty's government.

The resolute determination of the trade, as expressed by the formation of this Association, to be no longer mainly dependent upon one source for its supply of raw cotton, has undoubtedly stimulated the American planter to put forth those extraordinary efforts which have resulted in the enlarged growth of the past year. This result has afforded temporary relief to the trade, and enabled the country to meet the unusual demand for goods and yarn in the Eastern empire and elsewhere. But the committee fear that this unusual and constrained effort may, as in the plentiful year of 1845, in all probability be followed by a serious relapse.

And, if further confirmation be needed, they point to the fact that although in 1840 the crop of the United States was 2,177,835 bales, and in 1860 it reached 4,500,000 bales, the growth has only been doubled in twenty years, while the number of spindles employed in England and on the Continent, in 1840, was 27,266,000, but in 1860, 69,642,000. In other words, while the increase of growth has been doubled, owing to the high prices of an almost exclusive market, the increase of spindles has more than doubled by the enormous addition of 15,110,000, requiring an additional one million bales to give them employment. The position of the trade is, therefore, in 1860, so far as America is concerned, worse by one million bales than it was in the year 1840. But this is not the whole evil. It is estimated "that at least one million bales out of the present crop will class *ordinary or below*;" and further, "that the crop has been materially increased by the *quantity of low, trashy and dusty cotton* which planters have thought it their interest to scrape together and send to market. The dangers of our present dependence upon the United States thus grow more apparent every year, and the committee are of opinion that now, in a season of comparative prosperity, it becomes the trade to unite for a few years in the steadfast and needful determination to aid this Association in realizing the brightening prospects that now open before it."

During the past year the correspondence of the committee has been greatly extended. Cotton gins, cotton presses and other machinery have been shipped to Cyprus, Larnaca, Cavalla, Larissa, Latakia, Alexandria and Morocco; to Sierra Leone, Liberia, Cape Coast Castle, Accra, Cameroons, Bulama and the Bijonga Islands, Lagos, Abbeokuta and Benin; to the Governor of Cape Colony and Natal; to Peru, Maracaibo and Ecuador; to Sonsonate, Trinidad, Demerara and Honduras; to the Governor-General of New South Wales and Port Curtis; to the Feejee Islands;

to Batavia and Arracan; to Bombay, Calcutta, Madras, Ahmedabad, Chynepore and Lucknow, in India; in all, 254 cotton gins, besides cotton presses and driving machinery.

Cotton seed, varying in quantities from a few pounds to five tons, have been shipped to Athens, Volo, Latakia and Alexandria; to Madeira, Lagos and Abbeokuta, Benin and the Cameroons; to Cape Colony, Ecuador, Tobago, Jamaica, Trinidad, San Salvador, San Miguel and Sydney, (New South Wales;) to Bombay, Calcutta, Madras and to Batavia, besides various other places; in all, 591 barrels of seed and numerous smaller parcels. Thirteen barrels of guano and one barrel of nitrate of soda have been sent to each of the Chambers of Commerce at Bombay, Calcutta and Madras.

The seed thus distributed has been sufficient for sowing many thousand acres of land, and the committee are in possession of letters received from a great number of their correspondents, which show that hundreds of landed proprietors and farmers have commenced cotton cultivation in numerous regions of the world, and time and encouragement only are required to develop from among these new sources a steady and ample increase to supplies for Europe.

But the committee especially call attention to the fact, that in countries such as India and Africa, where cotton is already grown in great, if not superfluous, abundance, all that is needed is a supply of suitable, inexpensive cotton gins for cleaning, presses for packing, and agencies with capital for the purchase of that cotton. The committee have therefore devoted much labor and attention to these important requirements. They have now succeeded, by the offer of prizes, in obtaining suitable hand-gins adapted to the wants either of the ryot of India or the native African farmer. These gins have been highly appreciated in those countries to which they have been sent. They clean the cotton without injury to the staple, and greatly enhance its value, as compared either with the use of the saw-gin, the Indian churka, or the ruder process of the African, who cleans his cotton either by hand or with the aid of a rude hand-comb. It has been estimated that the extensive introduction of these simple gins among the ryots of India will increase the value of his cotton at least 10 to 15 per cent. This difference, calculated upon the last year's exports from Bombay, would give an aggregate advantage to the ill-paid ryots of India of half a million sterling per annum. The saving in cost of carriage effected by the use of these hand-gins in countries where raw cotton now travels long distances over bad roads, will afford an ample margin to stimulate the growth. The following is a summary of what has been accomplished during the past year by the efforts of the Association:

#### EUROPE.

*Turkey.*—In European Turkey, through the influence of Her Majesty's consuls, many of the native cultivators have commenced the cultivation of cotton; but little progress has been made, owing to the existing oppressive system of taxation and official exactions.

*Greece.*—The Home Minister of Greece has, during the past year, introduced the cultivation of American cotton, from seed sent out by this Association, into the departments of Argolide, Argos, Nauplis, Attica, Livadia, Thebes, Euboea, Scpelos, Chalcis, Ageon, Steron, Caristion, Distion, Erpseon, Caristion, Achaie, Patras, Laconie, Gythion, Trimsee, Boion, Epidaurus, Monombatia.

*Cyprus.*—In the Island of Cyprus an effort is being made for the cultivation of cotton upon an estate of 80,000 acres of land. A merchant has sent out machinery, at considerable cost, for the cleaning and packing of cotton, the produce of a large quantity of seed supplied to him by the committee.

*Asia Minor.*—Within the last few weeks Sir MACDONALD STEPHENSON, engaged upon the railway now in progress from Smyrna into the great Valley of the Meander, has tendered his services to the committee, by the distribution of seed among the farmers of Asia Minor, stating that "the resources of the country are almost inexhaustible."

#### AFRICA.

*Egypt.*—A report is now in the press, and will shortly be published by the committee, giving the origin, progress and present extent of cotton cultivation in Egypt, with many valuable suggestions as to the means by which the committee may promote an increase of growth in that fertile country, from its present annual average of 100,000 bales to 1,000,000 of bales. Funds for this purpose will be required, and the committee have every confidence that their efforts in this quarter will be zealously seconded by the trade.

*Tunis.*—The progress of the experiments which were two years since begun in Tunis have been unfortunately checked; but the committee has been assured that His Highness the Bey of Tunis is resolved that no means shall be left untried to render his territory a source of cotton supply. Fully impressed with the great advantages which have accrued to Egypt from cotton agriculture, he is animated with a disposition to give the utmost encouragement to its introduction among his own people.

*Madeira.*—In the Island of Madeira, and at Bulama, one of the Bijonga Islands, containing 5,000 inhabitants, cotton is being grown.

*Sierra Leone.*—At Sierra Leone, an English trader is commencing the cultivation, and an intelligent native merchant is introducing cotton gins for cleaning the native cotton, which he will purchase and send to England.

*Sherbro.*—Her Majesty's Consul of the Sherbro country, lying to the south of Sierra Leone, and also an English merchant at Sherbro, are now engaged in making arrangements for the export of the native African cotton, which may be purchased there in large quantities.

*Liberia.*—The President of Liberia is taking great interest in the introduction of cotton cultivation among the free colored population of his republic. An agent has been sent through the country calling the attention of the people to the value of cotton as an export. Prizes, consisting of money, medals and cotton gins, have been offered. One farmer has cleared fifty acres for cultivation, and a number of others have also various quantities of land employed in growing cotton. An annual fair is held, at which the products of the country are exhibited and prizes awarded. The committee hope that merchants and others will second these laudable efforts by sending out orders for the purchase of all the cotton which the people of Liberia can raise. Encouragement in their first efforts is needed to create a permanent export cotton trade.

*The Gold Coast.*—No part of Africa offers a finer opening than this splendid region. The Gold Coast is under British rule. The governor of the colony is deeply interested in the promotion of the growth of cotton, and has promised to aid the efforts of the committee to the utmost

of his power. Two agricultural societies have been formed, one in the eastern district at Cape Coast Castle, and a branch in the western district at Accra. An arrangement has been made with the natives by the government for the payment of the poll-tax in cotton. The Agricultural Society at Accra, in conjunction with a Lancashire firm, are purchasing this cotton at  $\frac{1}{2}$ d. per lb., in the seed, and afterwards cleaning and packing it for shipment. Many tons of cotton have been thus accumulated, and several shipments which have reached Liverpool have been sold at 7d. to  $7\frac{1}{2}$ d. per lb. An agent has been sent into the interior to advise the people to extend their cultivation, and there is now no doubt that, with the co-operation of the colonial government, an extensive export trade in cotton will spring up. The agent who was sent into the interior reported that in one district alone 70,000 people were already engaged in growing, spinning and weaving cotton. The whole line of the western coast of Africa is studded with towns, many of them containing 100,000 inhabitants, in which regular cotton marts are established, and from which unlimited supplies may be obtained. There are many millions of Africans whose labor may, in this way, be actively employed in the service of the cotton trade, and among whom manufactures would find an inexhaustible market.

*Elmina, Benin, Old Calabar and the Cameroons.*—At all these places the committee are in communication with traders or missionaries who have been furnished with cotton gins, seed or other assistance in aid of their first efforts.

*Lagos, Abbeokuta.*—From Lagos the bulk of the present African supplies are obtained; several traders have here entered more largely into the trade, and a considerable amount of machinery for cleaning and packing cotton has been sent out during the past year. During the twelve months preceding March, 1859, 1,800 bales were imported from the west coast of Africa into London and Liverpool; the greater part of which was imported into London. From March, 1859, to March, 1860, nearly 1,600 bales have been imported into Liverpool alone, and 1,847 bales into London. From the West Coast the exports have therefore risen from 1,800 bales, in 1858-9, to 3,447 bales in 1859-60, or nearly one hundred per cent. in twelve months.

A treaty has been negotiated with the chiefs of Abbeokuta, by an exploring expedition connected with the African Civilization Society of New-York, for the allotment of lands to be devoted to cotton cultivation, by a colony of free colored people from the United States. They will commence with a farm of 500 acres. A company is in course of formation to assist this movement—one gentleman in London offering to take £2,000 worth of shares. This project opens a new feature, by the introduction of Africans, trained to the system of cotton cultivation in the United States, and may ultimately exercise immense influence upon the destinies of the native population as a means for the suppression of the slave trade.

*The River Niger.*—The committee have had their attention directed to the importance of encouraging the establishment of trading stations along the banks of this river. They have memorialized Her Majesty's government on the subject of giving effectual protection to traders. A cotton trade is about to be established at Onitsha, under the auspices of an industrial institution in London. Sample bales of cotton have been re-

ceived from Onitsha and from Rabba, valued from 6d. to 8d. per lb.; and it is affirmed by Dr. BAIKIE and Lieut. GLOVER, of the Niger Expedition, and also by Mr. MCGREGOR LAIRD, of the African Steamship Company, that immense quantities of this cotton may be bought in the seed at  $\frac{1}{2}$ d. per lb., or at 2d. to 3d., ready cleaned. The committee feel justified in asserting that great progress has been already made along the entire west coast of Africa, in extending and giving permanence to the cotton culture and export of these extensive regions.

*Angola.*—This country, situated more to the southwest of Africa, possesses great natural advantages for a large export cotton trade. It is under Portuguese government; but it has been found, from the import of twenty-six bales by a firm who are members of this Association, who made a trial shipment, that at present the means of communication with this country are too infrequent and costly to render it profitable. The Portuguese are, however, likely to import considerable supplies from this quarter into Lisbon for their own consumption, and they are making efforts in this direction. This will again relieve the Liverpool market to a certain extent from the demand for Portuguese consumption.

*Natal.*—The government of Natal has during the past year ordered a considerable supply of seed for distribution among the Zulus under British rule; and steps have been taken to arrange the payment of the *hut tax* in cotton. Numerous farmers have begun to grow cotton from seed sent by this Association, and one proprietor has cultivated cotton on a fair scale. A sample bale sent by him was sold on his behalf by the committee, worth 9d. per lb. In one of his letters he reports that he had already 100,000 lbs. of cotton on hand, which he was preparing for shipment to England. The committee are of opinion that Natal offers eminent advantages as a cotton-growing country, and they are desirous of doing all in their power to aid in their development.

*Cape Colony.*—The Grahamstown Agricultural Society have applied to the committee for cotton seed, which is now being sent out. They state that "Wheat is ill-adapted for growth in this colony, being liable to attacks of *rust*. This year the crops have been destroyed by that disease. Many farmers are hence looking out anxiously for some less precarious method of employing their capital and skill, and *cotton seems of all other things the most promising*. Some years ago cotton was tried with excellent results, but an irruption of the Kaffirs put an end to the attempt."

The discoveries of Dr. LIVINGSTONE have prompted a movement, in conjunction with the Oxford and Cambridge Mission, for establishing a European colony in the valley of the Shire, a branch of the River Zambezi. An industrial department connected with this mission will send out agricultural implements with machinery suited for cotton cultivation, cleaning and packing, and there is every reason to hope that great results will accrue from this movement, providing the experiment is judiciously and energetically carried out. LYONS McLEOD, Esq., lately Her Majesty's consul at Mozambique, reports that he has seen cotton abundantly grown at Inhambane, and numerous other parts of the East Coast of Africa, as far north as Mozambique.

#### THE WEST INDIES AND AMERICA.

*Cuba.*—At Havana, an Anglo-Spanish Cotton Company, capital four



million dollars, has been established for the extension of cotton cultivation in Cuba.

*Jamaica.*—The British Cotton Company are steadily pursuing their initial experiment, and, as we are informed, with the most gratifying results, both as to the quality of cotton which has been raised, and as to benefit to the shareholders. It is thought that ere long this company will receive that support in Lancashire that will enable it extensively to widen its basis of operations. As the first company started in this country it deserves the special attention and encouragement of the trade.

*Tobago—Barbadoes.*—Several land-owners in these islands have planted areas of a few acres each.

*British Honduras and Guatemala.*—Experiments are being made in both these countries to introduce the cultivation among the people.

*Peru.*—In the north of Peru the proprietor of an extensive estate has let out portions of land to four cotton-growing companies, three of which are raising 200,000 plants each, and one 100,000 plants, in all 700,000. The estate is capable of growing at least 14,000,000 cotton plants. A large number of small farmers in the same district are also stated to be growing cotton on portions of their farms to a greater or less extent. Two landed proprietors, also in the province of Chiclaço, have begun to grow cotton; one of whom has recently visited this country to purchase machinery for a cotton plantation in Peru, and he has engaged a ship-load of two hundred and fifty Spanish emigrants, who have set sail for that country, where they will be solely employed in the raising of cotton and its preparation for export. He has constructed a canal, thirty-nine miles in length, to convey water from the Andes to his estate, for the purpose of irrigating his lands. This canal was begun about three years ago, without any idea of cotton cultivation. The operations of the Association having come to his knowledge, and finding that the soil is splendidly adapted for cotton planting, they are going into the cultivation with good earnest.

*Venezuela—New-Granada.*—The committee have furnished machinery and cotton seed to be employed at Maracaibo, Baranquilla and Sabinilla, where effort is being made to promote the growth and export of cotton, with fair prospect of success.

*British Guiana.*—In Demerara a missionary of the Church of England has recently been supplied with cotton seed, which he will distribute among the resident farmers. He purposes making a tour and lecturing in different towns and villages on the advantage of cotton cultivation.

#### EAST INDIES, AUSTRALIA, CEYLON, &c.

*Batavia.*—A member of the committee has received information that an extensive proprietor in Batavia has a large extent of land under cultivation. From New-Orleans seed he has raised a crop of 272,000 lbs. of cotton, and from Palembang seed nearly 1,000,000 lbs. Arrangements have been made by this proprietor with the laborers on his estate to continue the cultivation for five years. The land is well suited to the plant, and as the natives find the cultivation profitable, they have planted largely.

*Java.*—Cotton seed has been supplied by the committee for planting on an estate in this island.

*The Feejee Islands.*—The committee have received through the Foreign Office five descriptions of indigenous cotton which are reported by Con-



sul PRITCHARD to grow wild in these islands. The plant yields without intermission for ten, twelve or fifteen years. The values of the several samples are 7d., 7½d., 8d., 9d., 11d., 1s. and 1s. 0½d. per lb. About 80 to 100 of these islands are inhabited, the total population being 200,000, 50,000 of whom have been converted to Christianity. One-half the area of one of these islands would grow three to four millions of bales of cotton. In view of these facts, and being informed that an offer had been made by the native king and chiefs of the cession of these islands to the British Crown, the committee felt it to be their duty to represent to Her Majesty's government the suitability of the native Feejee cotton to the wants of the trade. The question of annexation was one into which it was not in the province of the committee to enter. It was nevertheless their obvious duty in the interest of the cotton trade, and in view of a faithful discharge of their duty as your executive, to see that a just representation should be made of the utility of such an addition to our sources of supply. From no single quarter of the world has such a collection of graduated qualities been received.

*Australia.*—To Sir WILLIAM DENISON, the Governor-General of New South Wales, and also to Sir GEORGE BOWEN, the Governor of Queensland, the best thanks of this Association are due for the zealous and active interest they have taken in furtherance of the objects of this Association. A considerable quantity of cotton seed, with cotton gins, have been forwarded to Sir WILLIAM DENISON, at Sydney, who has taken steps for the distribution of the seed among the farmers. More than fifty settlers have been supplied with seed, and one gentleman of large property has disposed of a quantity of seed among the tenants on his estates, to whom, aided by the women and children of their families, it is expected the cultivation will be profitable. Several bales of Sea Island cotton have been received from Australia by the committee during the past year, which have sold from 1s. 8d. to 2s. per lb. One settler at Port Curtis, writing to an Australian paper, says: "I think I shall have this year cotton enough to plant 1,000 to 1,500 acres." A sample of his cotton has been valued in Manchester at 3s. per lb.

Accompanying a copy of a despatch just received from Sir GEORGE BOWEN, on the subject of cotton cultivation, the committee have received a copy of a prospectus of a company now formed for the growth of cotton in Queensland. This company will commence operations upon one hundred acres of land.

A landed proprietor from Australia is now in this country endeavoring to form a company to commence with the cultivation of 1,000 acres of land. He is prepared to place 1,000 acres of his own estates at the disposal of such a company, and to become a large shareholder in the undertaking. He has already sufficient labor upon his land for the cultivation of 1,000 acres, together with suitable buildings and steam power. The rent he proposes to take out of the profits of the company. There are ten to twenty millions of acres of land suited to the growth of cotton in that part of Australia where he proposes to commence operations. He has already grown both Sea Island and New-Orleans cotton upon his estates; and the land, which has a depth of soil of twenty feet, will grow 600 lbs. of clean cotton to the acre. Should this scheme prove successful, and only one-third of our emigration be annually diverted to the Australian cotton fields, England would soon be placed in safety as to her sources of supply of cotton. The committee cannot but regard such

efforts with great interest, and they will be prepared to render their utmost aid within the limits of the rules of this Association to every well-considered and practicable scheme, having for its object the establishment of cotton-growing in Her Majesty's colonies.

*Ceylon.*—The Kandy Agricultural Society are endeavoring to extend the cultivation of cotton in this island, and have made application to the governor, Sir H. G. WARD, to encourage the inhabitants favorable to its growth, by granting them permission to pay for a certain period a portion of their taxation in cotton. The committee are informed by the Kandy Agricultural Society that "there are thousands of acres well adapted for cotton cultivation," and they trust hereafter to report that the culture has been extensively entered upon.

*Pegu.*—The attention of the committee has recently been drawn to an entirely new cotton field, by Captain RICHARD SPRYE. This gentleman advocates the opening of a new line of overland communication with the interior of China. He proposes the construction of a *cheap single line of railway for commerce* from Rangoon or Negrais, in the Bay of Bengal, through Her Majesty's territory of Pegu, and thence through a portion of the Burmese Territory to Esmok, in the Chinese province of Yunna. Rangoon is distant from Esmok 500 miles. The southern provinces of China are densely peopled, and abound with most valuable raw products. Situated 3,200 miles from Peking, the people are more free and open to foreign intercourse than the more exclusive populations of the north. They offer, therefore, an enormous market for British manufactures. The soils of Pegu and Burmah are admirably adapted to the growth of cotton. Captain SPRYE states that "when Dacca was in times past the great muslin-making place of the East, considerable quantities were sent from Burmah to that city, for the manufacture of those exquisitely fine muslins which were formerly made there;" and that, "under proper cultivation, with such a soil and climate, adapted to the growth of cotton, his belief is that Pegu, Burmah, and the adjacent Shan territories east of them, could produce annually *all the raw cotton* that England requires, and the whole of superior quality." The Chinese at the present time employ caravans, numbering 40,000 ponies, for carrying on trade with these regions. A railway, such as Captain SPRYE describes, would at once open a considerable source for the supply of cotton. Through its terminus, at Esmok, British merchandise would gain ready access to that vast network of water communication which intersects China, and in lineal extent reaches 15,000 miles. The opening of such a commercial artery into China, with her four hundred millions of population, would be a great gain for our manufactures; and if at the same time so ample a cotton-growing region could be laid under contribution, Captain SPRYE's scheme would be worthy of immediate adoption by capitalists, as a hopeful source of gain.

*India.*—Among the numerous regions to which the attention of the committee has been directed, none have presented so vast or hopeful a field for their labors as that of India; and while the difficulties they have had to encounter have been of more than ordinary magnitude, the success they have met with has proved the most encouraging for perseverance. The Chambers of Commerce of Bombay, Calcutta and Madras, and the Agri-Horticultural Society at Calcutta, have alike rendered invaluable aid to the operations of the committee, and to whom the best thanks of the Association are justly due.

AVERAGE QUANTITY OF COTTON EXPORTED INTO GREAT BRITAIN IN EACH FIVE YEARS, WITH THE TOTAL IMPORT OF ALL DESCRIPTIONS OF COTTON,  
AND THE AVERAGE PRICE OF BOWED COTTON FOR THE SAME PERIOD.

YEARS.	American Average.	Incr. p. ct.	Decr. p. ct.	Brazil- ian Average.	Incr. p. ct.	Decr. p. ct.	Egypt- ian Average.	Incr. p. ct.	Decr. p. ct.	East Indian Average.	Incr. p. ct.	Decr. p. ct.	West Indian Average.	Incr. p. ct.	Decr. p. ct.	Total Imports.	Incr. p. ct.	Decr. p. ct.	Average Price.	YEARS.
<i>From To</i>	<i>Bales.</i>			<i>Bales.</i>			<i>Bales.</i>			<i>Bales.</i>			<i>Bales.</i>			<i>lbs.</i>			<i>d.</i>	<i>From To</i>
1800-5,	105,813	..	..	65,115	..	..	....	..	..	7,797	..	..	76,875	..	..	58,340,000	..	..	19	1800-5
1805-10,	148,163	40	..	81,026	24½	..	....	..	..	29,371	282	..	84,459	10	..	81,200,000	39	..	20½	1805-10
1810-15,	102,629	..	44½	119,274	47	..	....	..	..	10,817	..	172	66,060	..	28	73,000,000	..	11½	21	1810-15
1815-20,	216,176	110	..	141,193	18	..	....	..	..	128,143	1,100	..	41,509	..	60	137,940,000	89	..	16½	1815-20
1820-25,	357,666	65	..	149,291	6	..	30,933	..	..	39,817	..	222	33,071	..	25	165,080,000	20	..	9½	1820-25
1825-30,	513,724	44	..	138,813	..	7½	28,490	..	9	67,760	70	..	19,964	..	70	229,080,000	39	..	6½	1825-30
1830-35,	677,833	32	..	138,657	..	..	26,839	..	6	97,565	45	..	14,742	..	35	310,960,000	35½	..	8	1830-35
1835-40,	957,264	41	..	117,564	..	18	34,869	30	..	142,055	72	..	29,999	103½	..	458,400,000	47½	..	7½	1835-40
1840-45,	1,211,840	27	..	100,640	..	16½	51,560	48	..	220,780	35	..	18,840	..	60	609,220,000	33	..	5½	1840-45
1845-50,	1,168,680	..	4	126,000	25	..	52,520	2	..	197,980	..	11½	7,320	..	160	614,340,000	1	..	5½	1845-50
1850-55,	1,600,840	37	..	125,380	..	..	111,720	113	..	348,000	76	..	9,180	25	..	875,080,000	42½	..	5½	1850-55
1855-59,	1,797,465	12	..	130,400	4	..	98,975	..	13	503,800	45	..	9,000	..	20	1,053,400,000	20½	..	6½	1855-59

From this we may trace the supply of cotton from each source, and the comparative relation of one to the other. As late as the year 1820, the imports of cotton from other countries than America exceeded the latter by 43½ per cent.; after that date America took the lead, gradually advancing over the collective supply from all other parts of the globe, until the excess of American reached 209½ per cent. in 1840-45. But since that period she has evidently been most seriously losing ground, and the nearer we come in the consideration of this question to the present day, the more important is its bearing upon the present position and future prospects. It will be seen, that in the five years ending 1850, the imports of American cotton actually show a decrease of 43,000 bales as compared with five years ending 1845, and that from all other sources there was also a decrease. In the five years ending 1850-55, over 1845-50, there was an average increase in the exports from America of 432,000 bales; but in that period, as compared with the preceding five years, an increase took place in the imports of manufactured cotton goods of 497,454,000 yards, and of 403,400 bales of raw cotton, together equal to 652,127 bales of cotton, or fully one-third more than the increase in the exports from America; fortunately for the trade, England has received in the latter period an increase from other countries of 210,000 bales.

## COTTONIZED FLAX—FIBRILIA.

I. THE IMPORTANCE OF RECENT DISCOVERIES TO THE WORLD.—II. LYMAN'S NEW PROCESS.—  
III. THE ADAPTATION OF FLAX AS A PAPER STOCK.

WE alluded in our May number to the highly important material now brought to light as cottonized flax. Of this there are several specimens, in various degrees of finish, at the New-York Chamber of Commerce, for exhibition.

Among the processes recently applied to the disintegration of flax, hemp and other fibrous plants, and the preparation of the product for textile purposes, the most efficacious, and by far the most economical, is that discovered by Mr. A. S. LYMAN, of New-York, and lately patented in several European countries and India, as well as in the United States. The principle of this invention consists in a highly ingenious application of the explosive power of steam to the separation of the fibers of all vegetable materials. In all fibrous plants, such as flax, hemp, cane, &c., when freshly cut, sap, or, if dry, after being soaked a short time, moisture is found to be minutely distributed throughout the entire structure of the plant. This simple element it is which is converted into an agency of immense but easily regulated power, for the complete disintegration of fibrous plants of any and every description. The *modus operandi* consists in the use of a strong iron cylinder, say twelve inches in diameter and 24 feet long, having a valve at either end, carried by an arm moving on a centre, so that the end of the cylinder can be thrown open to its full area. This cylinder being more than half filled with flax or hemp recently cut, or charged with moisture by being soaked for a brief period, the valves at the ends of the cylinder are closed, being made steam-tight, and, by means of a pipe from a boiler, steam is supplied to the cylinder of any required pressure to the square inch. In a few minutes the moisture in the hemp or flax is raised to a temperature above that requisite for becoming steam, but it cannot be converted into steam, being controlled by the pressure of the steam which already fills the whole available space for steam within the cylinder; the valve at the mouth of the cylinder being now let loose, the confined material is discharged from it with a loud explosion, and being suddenly projected from the cylinder, where it was under a pressure of 200 lbs., into the atmosphere at a pressure of only 15 lbs. to the square inch, the heated moisture within the fibrous material instantaneously flashes into steam, rending and disintegrating the material as completely and minutely as the moisture was distributed throughout its fibrous structure.

In the case of flax and hemp it is found that this process of blowing separates in the most complete manner the fiber from the shive or woody portion of the plant, from which it is then freed by being passed through an ordinary burring mill; and being afterwards washed in a mild alkaline solution, it can be carded and used in combination with either wool or cotton, or both, and as well for felting as for spinning purposes. In this condition the fiber, thus simply and inexpensively prepared, is applicable to many valuable uses—taking the place of wool with equal utility and at not more than one-third of its cost—and of cotton, in those fabrics in

which it is combined with other textile substances, with equal advantage and at a very large reduction on the cost of cotton. When, however, the flax fiber is subjected to a second blowing process, it is found to be minutely subdivided in a natural manner into its ultimate or component fibers, which are ascertained to be of the length of from one and a half to two inches. By means of a simple and economical process, applied by the inventor, the comminuted fiber is bleached, any remaining gum is removed, and it is reduced to a condition in which it can be made capable of being spun alone, in the same manner as cotton. Although experiments on a large scale, in this respect, have not yet been made, there remains little doubt that, with some slight modifications of machinery, which experience and ingenuity will easily supply, this cottonized flax can and will be used and spun by itself, in the same manner as ordinary cotton, while by this process it can be manufactured at half the cost of cotton.

For textile and felting purposes, in combination with wool and cotton, or with both, and especially as a substitute for wool, its value and great economy are already established, and for all such combination purposes it cannot fail henceforth to come into extensive use. Specimens of felted cloth, half wool and half flax; of stockings in the like proportions; of felt hats, one-third flax and two-thirds wool, and other fabrics are exhibited. Thread or spun goods cloth are being made, all of which articles manufacturers pronounce to be improved by the admixture of flax, but, as first samples, are greatly inferior in quality, they say, to what will be produced.

One peculiar advantage of the LYMAN process is, that by means of it no single particle of the fiber is wasted or becomes refuse; but every part is equally valuable for the highest uses. By this process, moreover, the fiber of hemp can be made equally available with flax; and it is specially adapted to the treatment of jute and numerous other fibrous plants in like manner.

The first application of this most ingenious invention has been to the disintegration of fibrous material, and its conversion into paper stock, for which uses it bids fair to supersede, in economy of production, any existing agency. In the treatment of the hemp plant for this purpose its results are most striking. But its future value to the manufacturing community will be chiefly in the economical preparation of flax for textile purposes. To the agriculturist it presents a powerful inducement for turning to profitable account the vast area of western lands specially adapted to the growth of flax and hemp; while it furnishes facilities for utilizing the many thousands of tons of flax straw which heretofore have been, and still are, left as useless to rot upon the ground, after the removal of the seed.

The cost of the apparatus for working LYMAN's process is very inconsiderable, when contrasted with its produce; while hardly any skilled labor is required. A battery of three guns, of the contents of forty cubic feet each gun, with steam boiler, tubing, &c., can be set up for a cost in all not exceeding \$6,000. In Illinois and Ohio, whose soil is specially adapted to the culture of flax and hemp, coal costs not more than two, in many places but one dollar per ton. The shov, or boon of the flax will furnish a large portion of the fuel for working flax. Farmers in Illinois will contract to deliver hemp, with the seed on it, at \$5, or before the seed ripens, at \$3 to \$4 per ton; and flax can be had abundantly.



dantly, we learn, at \$6 the ton. In the use of hemp for paper stock the woody part or shive is equally valuable with the fiber; and from accurate trials made it is ascertained that a ton of hemp of 2,000 lbs. will yield 56 per cent., or 1,120 lbs. of bleached paper stock. Each gun is capable of blowing 14,000 lbs. of hemp, producing 7,840 lbs. bleached fiber per day of 20 hours.

Of flax it is found that one ton of 2,240 lbs. yields 324 lbs. of pure bleached fiber, and a large proportion of material for fuel. Hemp or flax requires to be in the gun only from five to six minutes, and two minutes suffice for loading. This admits of eight and a half charges per hour; seven may be safely counted on.

From results already obtained a bleached paper stock, from hemp, ready to be run off into paper, can be produced at a cost not exceeding three cents per lb., worth fully seven or eight cents, and which can, at a further cost of not more than one cent, be converted into paper of different qualities, worth, on an average, not less than twelve cents the lb. The manufacture already, to a considerable extent, of paper from the cane reed, shows results nearly if not equally as promising as those from hemp. It is, however, in the application of the process in question to the preparation of flax, hemp and other fibrous plants for textile purposes, as a substitute for or supplement to cotton and wool, that it is, at the present time, especially interesting. The LYMAN process, at once simple and economical, and acting on fibrous plants in a manner peculiar to their natural construction, by one stroke, supersedes the laborious, tedious and expensive processes of disintegration heretofore in use. It is this which gives to it its peculiar character and value; and destines it to fill a highly important function in the economy of one of the most valuable and essential branches of human industry.

In view of the lamentable political disturbances which now agitate this country, and of their disastrous consequences to the manufacturing industry of Europe as well as America, it is not easy to over-estimate the importance of the application of such inventions as the one in question to the development of a substitute for cotton. The uncertainty of the duration of the impending civil war which already carries dismay to many a humble home on the other as well as on this side of the Atlantic, and the prospect of a very great diminution, or indefinite interruption of the supply of an article of such prime necessity as cotton, furnish the most powerful stimulus to the discovery no less of other sources of supply, than of some other suitable textile material which may serve as a substitute for it.

Let it be remembered that cotton owes its vaunted sovereignty as much to the ingenuity of WHITNEY, as to the peculiar fertility of Southern soils. Contrast its history since the discovery of the cotton gin with that of the preceding period, and the extent of its obligation to that invention is manifest. It requires but the application of mechanical ingenuity to the treatment of flax, a plant indigenous to almost every soil and climate, to adapt it to all the practical utilities of the cotton plant. This *desideratum* we believe to be substantially supplied by the simple and efficacious invention of Mr. LYMAN; and it can hardly be doubted that in an age remarkable for mechanical ingenuity, any requisite supplementary appliances will be forthcoming in the progress of this new and most interesting branch of industry.



## ANCIENT COMMERCIAL CITIES OF THE LOW COUNTRIES.

By E. HASKET DERBY, of Boston.

THE cities of Flanders and Holland had risen by commerce and manufactures to opulence and splendor when the greater part of Europe was immersed in barbarism. Elegant structures for city halls, palaces and bourses still exist which were erected before the United States were planted. Structures alike remarkable for their material and architecture, built at a period when the buildings in Great Britain, with the exception of the castles of the nobility and religious edifices, were composed of frame work filled in with clay, and often thatched with straw.

A large portion of these populous districts had been fenced in and reclaimed from the German Ocean, and their soil cultivated until it became a garden. Here were collected the whale oil and herrings of the North Sea, the wheat, furs, lumber and naval stores of the Baltic, the wine and salt of France, the wool and tin of Great Britain, the silks of Italy and the spices of the East.

Navigation was conducted by short summer voyages, and Flanders was a convenient resting place between the Baltic and Mediterranean.

Before the route around the Cape of Good Hope was opened, the spices and luxuries of India were imported into Flanders from the eastern shores of the Mediterranean. These were enhanced in value by two tedious voyages and one or more journeys by land, and the profits and risks of several adventures. Some idea of the risks, expenses and profits of these undertakings may be formed from the following table of the cost of invoices of East Indian commodities landed in the commercial cities of Flanders just after the opening of the East Indian trade around the Cape of Good Hope :

## IMPORTS.

600,000 lbs.	pepper reduced from 2s.	at Aleppo to	2½d. in India.
450,000 "	cloves " " 4s. 9d.	"	9d. "
1,000,000 "	raw silk " " 12s.	"	8s. "
400,000 "	nutmegs " " 2s. 4d.	"	4d. "
350,000 "	indigo " " 4s. 4d.	"	1s. 2d. "
150,000 "	mace " " 4s. 9d.	"	8d. "

Or,

£ 1,465,000 reduced to £ 511,458.

Under a mild form of government the Flemish provinces embarked early in commerce, established an extensive fishery for herring on the coast of England, opened the whale fishery, built ships and established marts of commerce. Since the palmy days of this commerce, these States have been the seat of devastating wars. There has been a fierce struggle between the Inquisition and the Protestant faith; opulent cities have been besieged and taken; dykes have been broken and the ocean admitted to drown the invader; harbors have been closed and new ports and marts have risen to distinction; but commerce and wealth have left lasting memorials which have survived intolerance and oppression, and do not fail to interest the modern traveller.

## BRUGES.

Bruges had become an important city as early as the seventh century, and became still more conspicuous under CHARLEMAGNE.

From the ninth to the fifteenth century it was the capital and residence of the counts of Flanders, who allowed their subjects great privileges and very liberal institutions, and the restless spirit of freedom distinguished the Flemings.

During the days of chivalry it attained to great opulence and splendor. So rich had it grown under the counts of Flanders, that one of its merchants became security for the ransom of the last count of the race in the sum of 400,000 crowns.

From these counts it passed to the Duke of Burgundy, and contributed largely to the wealth of its sovereign, the splendor of whose court surpassed that of all Europe at that period. When the queen of PHILLIP LE BEL, of France, visited Bruges, she reported that she found there hundreds of ladies looking more like queens than herself.

Here was instituted the order of the Golden Fleece, which derived its name from the great staple of manufactures and commerce. In 1385 Bruges was at the zenith of its fame; it had attracted mercantile firms from Lubeck, Hamburg, Bremen, Cologne and Dantzic, from England, Holland, Denmark, Sweden, France, Portugal and Spain, and became the emporium of English trade, and the centre of the commerce of Christendom; connected with Ostend by a ship canal, navigable by vessels of the largest class, and having Sluys for a harbor, located a sufficient distance from the sea to avoid the inroads of the Danes and Normans; it became the entrepot of the herring fishery and the seat of the manufacture of carpeting and linen, and more renowned for its wealth than any city which had preceded it in Northern Europe.

Its prosperity ended with its transfer to Austria, to which it passed upon the marriage of MARY, the heiress of the Duke CHARLES, with the Duke MAXIMILIAN.

Having revolted from him in 1482, upon his refusal to grant it the guardianship of his son, its port of Sluys was closed by its Austrian master; its commerce at once declined and was soon transferred to the rising city of Antwerp.

During its prosperous days the Italians sent silks and spices here in large vessels. But the vessels in general use were of less size and value, for in 1470 seven Spanish vessels bound to this port were taken and carried into England. Their tonnage varied from 40 to 120 tons, and they were valued at thirty shillings per ton, from which we may form some idea of the value of money at this period.

If we may judge from a treaty concluded in 1470, between the Arch Duke of Austria and EDWARD IV. of England, his subjects had begun to display that sharpness in trade which they still occasionally exhibit; for the 12th article of the treaty provides that the English companies shall not direct their agents at the great fairs to defer the purchase of goods of the Netherlands until the close of the market, when the Netherlanders, in their anxiety to get home, sell out at a reduced price, of which there had been great complaint in previous years. Article 13th provides, also, that they shall discontinue the practice of buying by the king's beam and

selling by private weights, which last we presume sometimes fell a little below the standard.

Bruges was almost destroyed by the cruel Duke of ALVA, but its canals and island quays, its fifty-four bridges, many of its public edifices and stately warehouses still remain to attest its ancient grandeur, although its population has dwindled to less than 50,000.

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GHENT—*German*, GENT—*English*, GLOVE.

This very ancient city still contains 90,000 people, and is nearly eight miles in circuit, although many fields and gardens are within the area. It was the birth place of CHARLES V., and in former times so much larger than the capital of France that CHARLES used to say he could put Paris in his glove.

It was also the birth place of JOHN of Gaunt, SHAKSPEARE's time-honored LANCASTER, the son of EDWARD III. of England.

Although an inland city, distant twenty miles from the sea, it was situated on the Lys and near the Scheldt, navigable to the sea, and, like Venice, divided into many islands, most of which have magnificent quays.

It contained seventy bridges and an immense cathedral, lined with black marble, and sustained and embellished by pillars of white Italian marble. It contained, also, many magnificent warehouses and public and private edifices, some of which are still standing.

Its cathedral dates back to 1228, and the Grand Beguinage, held by 600 recluses or nuns, who are not bound by any vow of seclusion, and devote themselves to the sick and needy, originated in 1234.

Flanders was at this early day traversed by many canals, and Ghent, by its ship canal to the Scheldt, was accessible to ships drawing 18 feet of water. Ghent was celebrated for its manufactures of cloth, linen and muslins.

In the sixteenth century it is reported to have held 175,000 people, and VOLTAIRE states in his history of Europe that in 1468 there were in Ghent 50,000 artisans.

Even in modern times, while annexed to France, NAPOLEON regarded it as the third manufacturing city in his empire, ranking next to Lyons and Rouen.

Ghent passed, with Bruges and the fertile and rich counties of Flanders, to Burgundy and to Austria, and suffered from the successive wars which desolated the Garden of Europe. Having enjoyed great freedom under the mild sway of the counts of Flanders, it was restless under its new arbitrary and less intelligent masters.

In 1839 it was taken after a revolt by CHARLES V. Again, in 1678, it was captured by LOUIS XIV., afterwards, in 1706, by the Duke of Marlborough, and finally, in 1796, by the revolutionary armies of France. It is remarkable that so much of its commerce and manufactures, and so many elegant structures as still exist, should have survived its misfortunes.

As illustrative of its former commerce we may add, that in 1468 no less than one hundred and fifty vessels arrived in a single day at its port of Sluys.

No city in Christendom, says ERASMUS, was to be compared to Ghent for extent, constitution, or the culture of its artisans.

Its drawbridges were raised daily, and bells rung to suspend business while the armies of artisans went to and from their labors. It was surrounded by walls whose circuit was nine miles, and could bring into the field more than 60,000 soldiers. It was a republic in all but name.

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#### BRUSSELS.

Brussels, one of the most ancient cities of the Province of Brabant, and now the capital of Belgium, forms an amphitheatre upon the bank of the Senne, a mere rivulet of thirty feet in width.

This flourishing inland city still retains an hundred thousand inhabitants and several cathedrals, which were erected in the eleventh and twelfth centuries, and the city itself was founded as early as the seventh century.

It grew under popular institutions. As early as the thirteenth century it adopted the trial by jury.

It flourished under the Duke of BURGUNDY, and under various sovereigns has been embellished by magnificent churches, hospitals, a savings bank with large deposits, boulevards, canals and railways, a theatre, college, academy, picture-gallery and observatory.

It was once distinguished for its manufactures, but was checked in its prosperity by the Duke of ALVA.

In 1695 it was bombarded by Marshal VILLEROY.

“ 1706 “ taken by the Duke of MARLBOROUGH.

“ 1746 “ “ Marshal SAXE.

“ 1794 “ “ France.

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#### LIEGE.

In the seventh century Liege was known as the village of Legia, lying on the navigable waters of the Maese, and near the centre of a coal field fifteen miles in length and five in width; it soon began to expand, and, erecting a cathedral in the eighth century, became a bishopric.

As it continued to expand its bishops became princes. Its burghers, however, were always imbued with an intense love for their popular institutions, under which they grew and prospered until its population, in the fifteenth century, rose to 120,000, from which it gradually declined, under a less liberal government and successive wars, to one-half that number in 1838, but is now gradually recovering under the constitutional government of the King of Belgium.

Liege has been distinguished for its extensive coal trade and manufacture of iron, copper, alum and sulphur, and for many years has annually produced two hundred thousand muskets, fowling-pieces and other fire-arms, and five hundred pieces of cannon. It is, in fact, one of the chief arsenals of Europe.

In modern times the ancient palace of the Prince Bishops has been devoted to the manufacture of steam engines, by Messrs. COCKERELL, of England, who employed there sixty steam-engines and twenty-two

hundred operators. A strange transition, from the elegant and festive entertainments of the founders of the palace.

Liege is connected with the great canal and railway system of Belgium, and the banks of the Maese are lined by a commodious quay for the vessels which navigate that river.

In 1408 Liege was taken by CHARLES the Bold of Burgundy, and in modern times has been annexed to Belgium.

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#### LISLE OR LILLE.

This city, once a part of Flanders, was founded A. D. 640, and flourished under the liberal sway of the counts of Flanders, who seem to have early discovered that commerce, manufactures and wealth were best promoted by liberal charters, and to have allowed their growing cities to establish systems of self-government.

Lisle had risen to great importance, when it was besieged and taken in 1667 by LOUIS XIV., and annexed to France. After a lapse of forty-one years it was recaptured from France by the Duke of MARLBOROUGH, but at the treaty of peace reverted to France, and remains one of the few permanent acquisitions from the costly wars of her great monarch.

In 1836 Lisle contained 72,000 people. Its ancient manufacture of laces, velvets, serges and linen still survive, and to these have been added cotton and beet sugar.

It has an active commerce by canal and railway.

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#### LOUVAIN.

This city, which now forms a portion of Belgium, was in ancient times a celebrated city of Brabant, and subsequently of Burgundy. During the fourteenth century its manufactures of linen and wool rose to such a height of prosperity that it is reported to have held 150,000 artisans; and although this tradition has been questioned, the great extent of its ramparts, now converted into boulevards seven miles in circuit, attest its former grandeur. It is accessible to vessels of 150 tons burthen, by a canal which communicates with the Scheldt, and contains an university of great celebrity, to which are attached no less than forty colleges. Having revolted from the Duke of BRABANT, near the close of the fourteenth century, it sustained losses from which it has never recovered.

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#### ANTWERP—ANVERS.

In 1444, while PHILIP the Good was Duke of Burgundy, an English company of merchants, under the name of the English nation, removed from Middleburg to Antwerp. It possessed then but six small vessels, all engaged in the navigation of the Scheldt; but, under the impulse given by this large body of merchants, houses rose in value, navigation increased, and the rising city soon expanded its commerce and manufactures, and when CHARLES the Bold succeeded PHILIP, Burgundy had become a match for France, both from its vast trade in linens and woollens, the extent of its populous and fertile country, and the growth of Bruges, Ghent and Antwerp.



In 1504 the city of Antwerp had acquired great celebrity from its free fairs, each of which lasted six weeks, attracted merchants from all parts of Christendom, who came there with their goods, custom free.

Portugal sent also to this mart, as to a midway station, the spices and drugs of the Indies. It grew, also, upon the decay of Bruges, after the closing of its port; having, at low tide, a depth of thirty-two feet of water and easy navigation to the sea.

In 1514 it was encircled by a new wall, in consequence of its growth.

In 1518 six Venetian galleasses, laden with drugs and spices, arrived there to supply a single fair.

The religious persecution in Germany under CHARLES V., the intolerance of HENRY II., in France, and of MARY, in England, forced many enterprising merchants and skilled artisans to leave their homes, and led them to settle in Antwerp. A liberal policy drew thither a concourse of merchants from all parts of Europe.

In 1550, history informs us that a house in Channel Row, Westminster, London, within the precincts of the court of EDWARD VI., rented to the comptroller of the king's household for the low rate of thirty shillings per annum, in consequence of the small commerce and manufactures of England. In the same year four thousand houses were erected in Antwerp, upon the decision of CHARLES V. not to introduce the Inquisition into that city; he was deterred from doing this because the English merchant adventurers, who employed 20,000 people in Antwerp and 30,000 more in other parts of the Netherlands, threatened that they would leave the country. At this time Antwerp was in its zenith. The Scheldt often contained 2,500 vessels; its exchange, still standing a few years since, often contained 5,000 merchants, one of whom is reputed to have entertained CHARLES V. by burning his bond in a fire of cinnamon, and another to have expended 130,000 gold crowns upon a banquet to PHILIP II. Antwerp surpassed all the cities of Europe, except Paris, in wealth and power, and had become the mart of the North, if not of Christendom.

The historian GUICCIARDINI, in his description of Antwerp and the Netherlands, in 1560, observes, that here are resident merchants of Germany and Denmark, the Easterlings, Italians and Portuguese. They meet here each day, at the English bourse, and twice at the new bourse, and deal there for bills of exchange or deposits and loans, at 12 per cent. FUGGER, one of these foreign merchants, died there, worth six millions of crowns; many were worth 200,000 to 400,000 crowns.

Such merchants gave long credits to Italy and Spain, and drove the English and other foreigners out of the trade. They imported also large quantities of grain, metals, timber, naval stores, salted meats and amber, from Denmark, Sweden, Eastland and Poland.

From Germany they drew copper, wool, glass, quicksilver, and 40,000 tuns of Rhenish wines, together worth two millions of crowns.

From England they imported wool worth 250,000 crowns, and 200,000 pieces of drapery, worth, unfinished, twelve millions of crowns.

From Italy they received, in gold and silver thread, silks, camlets and other stuffs, goods to the amount of three millions of crowns.

France sent to Antwerp 40,000 tuns of wine, worth 1,000,000 of crowns, at the low estimate of five pence per gallon. France also furnished



salt worth 181,000 crowns, and wood to the amount of 300,000 crowns, and other merchandise.

At this time the Netherlands sent 700 busses to the herring fishery, on the coast of England, which returned 588,000 barrels of herring, worth 1,400,000 crowns.

"This country," says the historian, "has no vines, but plenty of wine; no flax, but makes the best linen; no wool, but infinite quantities of the best cloth. Diligence, vigilance, valor and frugality were indigenous, but were freely communicated to all who came there."

Antwerp tottered to its fall under the cruel policy of PHILIP II., and was sacrificed by his religious intolerance. In 1567 the Duke of ALVA entered the Netherlands with his Spanish infantry, trained in the wars of CHARLES V. Commerce left at his approach, and nearly 100,000 people fled in a brief space from Antwerp and its environs, many of whom settled in England, and transferred to that rising nation their wealth and manufactures.

In 1576 Antwerp was sacked by the French. In 1585 it was captured by the Prince of Parma; and in 1648, at the close of the long struggle between France and Spain, which lasted more than eighty years, and cost Spain more than 1,500,000,000 ducats, Holland dictated the terms of peace; and out of regard for the new city of Amsterdam, closed the foreign port of Antwerp by the treaty of Westphalia.

For many years its harbor continued closed, but after it came into the possession of France, NAPOLEON appreciated its admirable position, and removed the impediments to its navigation, excavated twenty-four acres for docks and basins for ships of the line, and constructed large depots and quays, which, although intended for a navy, are now devoted to the peaceful pursuits of commerce.

Antwerp is now the chief seaport of Belgium, and still retains, in its churches, palaces and public edifices and paintings, many memorials of its ancient splendor.

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#### THE HAGUE—LA HAYE.

##### THE COUNT'S MEADOW.

We pass now from Belgium into Holland, a country nearly level, and in great part reclaimed from the sea, nearly destitute of coal, limestone and metals, and obliged to maintain a constant struggle with the German Ocean, whose seaports are closed by ice a large part of the year.

The Hague, now a city of sixty thousand people, is situate upon a branch of a canal between Leyden and Rotterdam, and at the distance of thirteen miles from the former and ten miles from the latter city. It was the ancient residence of the feudal lord of Holland, and in modern times has been the residence of the court, to which it principally owes its importance, its trade finding an outlet by Delft and Rotterdam, both in close proximity.

It contains many ancient structures, among them the National Museum, once the palace of Prince MAURICE, and the Bernenhof, an ancient Gothic building, once the palace of the counts of Holland, and subsequently the prison of GORIUS.

Its principal business is still the manufacture of books and porcelain.

**LEYDEN.**

This city, built upon the old Rhine, is of very ancient origin. Its church of *St. PETER*, one of the finest religious edifices of Holland, was commenced in 1321.

In 1574 it was besieged by the Spanish General *VALDEZ*, but its citizens determined to die rather than submit to the blind and brutal despotism of Spain, and after a heroic resistance, which cost the Spanish many lives and contributed to the defence of all Holland, the dikes were cut and the ocean permitted to inundate the land. The forces of the Spaniards were broken by a squadron of armed boats which relieved the city.

As a reward for this gallant defence, *WILLIAM*, Prince of Orange, founded here a university, which afterwards acquired great celebrity. The city for a century and a half was distinguished for its learning, its Elzevir editions of the classics and for the manufacture of cloth.

Its population rose to 100,000, but since the French revolution, has declined to less than half that number.

Leyden is superior in population to Utrecht, where the Dutch confederacy was formed, and where there is also an ancient but less celebrated university.

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**DELFT.**

This ancient town, which lies between the Hague and Rotterdam, and within four miles of the latter city, was founded in 1074, and was long renowned for the manufacture of porcelain, cloths and carpets. Its porcelain was carried to all parts of the world by Dutch commerce until the cheaper wares of England gained a preference.

Its population is now but 15,000, and its modern expansion is in the almost contiguous seaport of Rotterdam, the second city of Holland.

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**ROTTERDAM.**

This city, on the Maese, the chief outlet of the Rhine, contains not far from 100,000 people, and, with the adjacent cities of Leyden, the Hague and Delft, may be rated at twice that number. It forms the principal mart for the products and commerce of the Rhine.

Its church of *St. LAWRENCE* dates back to 1412. It was the birthplace of *ERASMUS*, and has been one of the seats of the Dutch commerce with the East, still retaining its India house, but it is much indebted to modern commerce for its importance.

It is largely engaged in the importation and manufacture of tobacco and sugar, and has large distilleries.

Rotterdam has much foreign commerce, and lines of steamers upon the Rhine and to the seaports of Great Britain.

Its principal quay upon the river is thronged with shipping, and from this, streets, with canals in their centres, lined by masts and fringed by trees, extend at right angles; and on these streets are the stately residences of the merchants; each house has its warehouse in the rear, and the house combines the counting-room with the dwelling.

## AMSTERDAM.

AMSTEL, THE DAM OF THE AMSTER.

In 1578 the Netherlands united in resisting the intolerance of Spain. In the succeeding year the Prince of Parma reduced the principal part of Belgium; and the seven provinces of Holland, which contained less than fourteen thousand square miles—a country less in size and population than the States of Massachusetts, Connecticut and Rhode Island—a territory principally reclaimed from the German Ocean, formed a federal union to resist the power of Spain, then the most powerful nation of the world, and, after a struggle of eighty years, achieved their independence and placed Holland at the head of commercial nations.

Amsterdam, the chief city of the seven provinces, rose from insignificance during this struggle.

In 1342, when WILLIAM III., Earl of Holland, began to adorn it, this city consisted of a castle, encircled by the huts of a few fishermen. In 1370 it joined the Hanseatic League, and in 1399 received a charter of privileges from Earl ALBERT, which formed the basis of its future growth.

In 1400 the sea made an inlet into the Texel, and the fisheries having failed in the Baltic, the trade of that sea began to centre in this port, and to exchange hemp, iron and timber for salt and herring.

Amsterdam continued to pursue the Baltic trade and herring fishery until the war with Spain, and the struggle for civil and religious liberty infused into it new vigor. At the commencement of the struggle the Duke of Alva expelled the Protestants and confided the government to the Catholics, but its hardy mariners, reared in the fisheries, and rocked by the boisterous waves of the Baltic, now threw off their allegiance to Spain, and found themselves able to cope with her upon the ocean, and draw from the deep the means of resisting her well-disciplined armies, backed, as they were, by the wealth of Mexico, Peru and the Indies. And in 1603, after the struggle had lasted a quarter of a century, Sir WALTER RALEIGH laid before King JAMES the following statement of facts, to which he ascribes the success which had enabled Holland, and more especially her chief city, to carry away the trade of the world:

- 1st. The privileges they confer upon foreigners.
- 2d. Their extensive magazines, competent to supply all nations in time of scarcity.
- 3d. Their low tariffs.
- 4th. Their large ships, great carriers, and navigated by few hands.
- 5th. Their prodigious fishery.

Amsterdam, he observes, has always in store seven hundred thousand quarters of grain, and a dearth for one year enriches her for seven. In the last dearth she took £2,200,000 from England. Holland, he adds, sends to us annually six hundred ships, and we send in return but fifty.

She exports to northern seaports 100,000 lasts of herrings, and large quantities in addition to the Mediterranean, (by a low estimate, 1,300,000 barrels,) and these are taken on the coast of England.

The corn grows in the east countries in Poland and Livonia; yet the great storehouses for Christendom in dearth are in the Low Countries.

The mighty store of wine and salt are in France and Spain, but the great vintage of wine and staple of salt are in the Low Countries, and

they send one thousand sail laden with wine and salt into the East Countries.

The exceeding great groves of wood are in the east countries, chiefly within the Baltic, but the large piles of wainscot clapboards, deal, masts and other timber, are in the Low Countries, where none groweth.

The wool, cloth, lead, tin and divers other commodities are in England, but by means of our wool and our cloth going out rough and undressed and undyed, there is an exceeding manufacturing of drapery in the Low Countries, wherewith they serve themselves and other nations, and greatly advance the employment of their people and traffic, and, in proportion, suppress ours. We send into the East Countries but one hundred ships, but the Low Countries send thither about three thousand ships. They send into Spain, France, Portugal and Italy about two thousand ships with those East Country commodities, and we none that course. The Low Countries have as many ships and vessels as eleven kingdoms of Christendom, let England be one.

They build every year one thousand ships, although all their native commodities do not require one hundred to carry them at once; yet our ships and mariners decline, and traffic and merchants daily decay.

The history of Holland, and the comments of the great statesman and warrior of England disclose the remarkable fact, that a small but hardy republic, recoiling from oppression and servitude, and struggling for existence with the greatest power which had been established in Europe since the days of CHARLEMAGNE, had, in the brief space of one-quarter of a century, by adopting liberal institutions and low tariffs, and attracting to it the outcasts of Flanders, launching boldly into the fisheries and commerce, made itself the most commercial nation of the world, and established a vast trade, most of which centered in Amsterdam.

We cite two of the mottoes of Holland at this period :

“Per mare pauperiem fugiens per saxa per ignes.”

“Duris urgens in rebus egestas.”

In 1602 the Dutch East India Company was formed from several small societies, with a capital of 6,449,211 guilders, of which three-fifths were held at Amsterdam.

The company was successful.

In 1603 it divided..... 15 per cent.

In 1605 “..... 15 “

In 1606 “..... 75 “

In 1607 “..... 75 “

In 1605 PHILIP II. prohibited Holland from trading with Spain and the Indies, but this inspired the Dutch with resolution and diligence, and they at once despatched nineteen armed ships, which captured Ambogna and Molucca, Java, Ceylon, the coast of Malabar and Coromandel, and established posts from Batavia and Japan, and defeated the Spanish and Portuguese in several naval engagements.

In 1609 Spain, exhausted by the contest, was obliged to acquiesce in a twelve years truce.

In 1608, the year preceding the truce, and in 1609, two events occurred of great interest to Amsterdam and to the commercial world.

HENDRIK HUDSON discovered the Hudson River, and laid the foundation for a new Amsterdam in America, where civil and religious liberty and a

flourishing commerce were soon established—a city which, like Amsterdam itself, was slow to join the new republic of the United States, but which, with the advantages of that union for the last three-quarters of a century, has grown with even more rapidity than its prototype, and which, in the coming century, if true to itself while pursuing its onward course, and frowning down misrule, and preventing liberty from degenerating into licentiousness or secession, bids fair to attain to a height never reached by any other commercial city. In the same year was founded the great Bank of Amsterdam, the first bank of Northern Europe.

Large payments in silver were found inconvenient and gold hazardous, and this led to the establishment of a bank where transferable credits soon rose to an agio of five per cent.

Ten guilders were charged for the privilege of opening an account, and one stiver for each payment.

This bank acquired great celebrity, and contributed to the growth and power of Amsterdam for one hundred and eighty-eight years, until its discontinuance upon the French revolution in 1796.

In 1636 the Dutch West India Company, in which Amsterdam was largely interested, occupied the coast of Brazil, and in the course of thirteen years captured four hundred and ninety sail of vessels from Portugal, of which the King of Spain was then the sovereign, and in the same period this company sent eighteen hundred sail to the coast of Brazil.

The East India Company was still more successful.

From 1605 to 1728 its dividends ranged from  $12\frac{1}{2}$  to 78 per cent., averaging more than 24 per cent. per annum, and in the course of one hundred and twenty-four years it divided  $2,784\frac{1}{2}$  per cent., or more than eighty-seven millions of dollars upon its original capital, beside large sums expended for the construction of ships and for renewal of charters, and large estates acquired by the officers and agents of the company.

After the peace of 1648 Amsterdam embarked largely in the Northern whale fishery, and in the space of forty-six years despatched 5,886 ships in pursuit of whales, which captured 32,907 whales, of the average value of £500 each. The aggregate amount of their returns was \$78,000,000, and the average number of ships engaged annually in this branch of commerce was one hundred and twenty-five, taking each from five to six whales annually. Such was the expansion of the commerce of Holland, in which Amsterdam took the lead—a commerce conducted under a system of short credit—that in 1690 Sir WILLIAM PETTY estimated the entire tonnage of Europe at 2,000,000 of tons, 900,000 of which, or nearly one-half, was owned by Holland.

In 1666 took place the great naval contest between Holland and England, in which Admiral DE RUYTER sunk twenty-three English ships.

A severe struggle for naval ascendancy took place between Holland and England. These two nations had at sea three hundred large ships, of which some were ships of the line, and this occurred at a time when Louis XIV. had but fourteen ships of war; and although England at length gained the ascendancy, there was a period when VAN TROMP is reported to have swept the British Channel with a broom at his masthead, and Holland did not succumb until she had felt the combined strength of France and England.

Amsterdam was ever the refuge of the oppressed of all nations. Holland allowed a stipend to clergy of all denominations, and her people



were distinguished for piety and respect for religion. Schools and colleges were encouraged, and her children, in the ratio of one in eight of the population, were constantly attending school; and at a time when intolerance prevailed in other nations, their Protestant subjects sought the light of the reformation—the aid of the printing press—the security of private rights and freedom of commerce in the City of Amsterdam. And this city, although checked by the desolating wars of Louis XIV., in the Low Countries, and the exhausting wars of the Duke of MARLBOROUGH, and the seven years' war of FREDERICK the Great, in which Holland reluctantly became involved, was, during the seventeenth and the first half of the eighteenth century, the metropolis of the commercial world, and in 1785 had attained to a population of 235,000.

Under the French occupation it declined one-fifth, to 180,000, in 1814, but has since recovered, and in 1838 contained 26,000 houses, and has in modern times been connected with the German Ocean by a canal to the Helder, 125 feet in width, 20 feet deep and 50 miles in length, one of the great achievements of the age, and made at a cost of nearly five millions of dollars.

This great city, built upon a marsh, in a country nearly destitute of limestone, coal and pure water, resting on piles, or, as the Dutch express it, upon herring bones, in allusion to the pursuits of its founders, at a distance from the sea, and accessible from it in former days by an intricate navigation, barred by the ice a quarter of the year, is a remarkable instance of what enterprise, sagacity, frugality, perseverance and piety can accomplish under free institutions during a period when the greater part of Europe was subject to superstition, serfdom and feudal institutions and restrictions of the dark ages.

Holland, by her untiring industry, had converted her standing pools and marshes into fat meadows, covered her wastes with rich verdure, and made her deserts bloom; she had enriched her cities by commerce, but could not escape the convulsions of Europe.

And during her subjugation she felt the power of England, whose shipping and naval power had at length risen above that of Holland.

Her ships and colonies were taken, her commerce annihilated, and many of her ports effectually sealed.

But with peace she recovered her most important colonies, revived her trade and utilized her wealth, which had remained concealed or been invested in Great Britain or America; but she found herself when severed from Belgium under a debt of eight hundred and fifty millions of dollars, to be borne by less than two and a half millions of people, but it was due principally to the inhabitants of Holland, and they hold also a large amount of both French, English, Austrian and American securities. The debt of Holland, which was at least \$350 for each inhabitant, has been a severe burden; she has, however, with great punctuality and honesty, met the interest and is extinguishing the principal.

By monopolizing the coffee of Java, and, to some extent, the spices of the Moluccas, and by encouraging the culture of coffee, she has created an Indian revenue which, within the last twenty years, has cancelled nearly one-third the debt of Holland, and in twenty years more she bids fair to wipe out entirely this debt, and to build up abroad a revenue sufficient to relieve the patient Hollander from the ordinary burden of government. Courage, patience, perseverance and honesty will meet with the ultimate reward to which they are entitled.



## JOURNAL OF MINING, MANUFACTURES AND THE ARTS.

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### THE COPPER INTEREST OF MICHIGAN.

THIS great interest of Michigan was first brought into public notice by the enormous speculations and the mad fever of 1845. The large spur of country which projects far out into the lake, having its base resting on a line drawn across from L'Anse Bay to Ontonagon, and the Porcupine Mountains for its spine, became the El Dorado of all copperdom of that day. In this year the first active operations were commenced at the Cliff mine, just back of Eagle River harbor. Three years later, in 1848, work was undertaken at the Minnesota, some fifteen miles back from the lake at Ontonagon.

It is scarcely ten years that mining has been properly commenced in that remote region. At that time it was difficult, on account of the rapids of St. Mary's River, to approach it by water with large craft. Being more than a thousand miles distant from the centre of the Union, destitute of all the requirements for the development of mines, every tool, every part of machinery, every mouthful of provision had to be hauled over the rapids, boated along the shores for hundreds of miles to the copper region, and there often carried on the back of man and beast to the place where copper was believed to exist. Every stroke of the pick cost tenfold more than in populated districts; every disaster delayed the operations for weeks and months.

The opening of the Sault Canal has changed all this, and added a wonderful impetus to the business, the mining interests and the development of the Lake Superior country. Nearly one hundred different vessels, steam and sail, have been engaged the past season in its trade, and the number of these is destined to increase year by year—an indication of the growth of business and the opening up of the country.

It remains yet almost wholly "a waste, howling wilderness." At Marquette, Portage Lake, Copper Harbor, Eagle River, Eagle Harbor and Ontonagon, and the mines adjacent, are the only places where the primeval forests have given place to the enterprise of man; and these, in comparison with the whole extent of territory embraced in this region, are but mere insignificant patches. What this country may become years hence, it would defy all speculations now to predict, but there is no reason to doubt that it will excel the most sanguine expectations.

The copper region is divided into three districts, viz.: the Ontonagon, the most northern; the Keweenaw Point, the most eastern, and the Portage Lake, lying mostly below and partially between the range of the two. In the first are situated the Minnesota, the Rockland, the National, and a multitude of other mines of lesser note, profit or promise. In the second are the Cliff, the Copper Falls and others. In the last are the Pewabic, Quincy, Isle Royale, Portage, Franklin and numerous others. Each district has some peculiarities of product, the first developing more masses, while the latter are more prolific in vein rock, the copper being scattered throughout the rock.

There have been since 1845 no less than 116 copper mining companies organized under the general law of our State. The amount of capital invested and now in use, or which has been paid out in explorations and improvements, and lost, is estimated by good judges at \$6,000,000. The nominal amount of capital stock invested in all the companies which have charters would reach an indefinite number of millions. As an offset to this it may be stated that the Cliff and Minnesota mines have returned over \$2,000,000 in dividends from the beginning of their operations, and the value of these two mines will more than cover the whole amount spent in mining, and for all the extravagant undertakings which have been entered upon and abandoned. While success has been the exception and failure the rule in copper speculations, yet it must be admitted that these exceptions are remarkably tempting ones. Doubtless there is immense wealth still to be developed in these enterprises, and this element of wealth in the Lake Superior region is yet to assume a magnitude now unthought of.

The copper is smelted mainly in this city, Cleveland and Boston, the works in this city being the largest. There is one establishment at Pittsburgh which does most of the smelting for the Cliff mine, we believe; one at Bergen, New-York, and one at New-Haven, Connecticut. There are two at Baltimore, but they are engaged on South American mineral. The Bruce mines, on the Canada side of Lake Huron, have recently put smelting works in operation on their location. Prior to this the mineral was barrelled up and shipped to London, being taken over as ballast in packet ships at low rates.

The amount of copper smelted in this city we can only judge by the amount landed here; but this will afford a pretty accurate estimate. The number of tons landed here in 1859 was 3,088. The copper yield of Lake Superior will produce between 60 and 70 per cent. of ingot copper, which is remarkably pure. The net product of the mines for 1859 is worth, in the markets of the world, nearly or quite \$2,000,000. This large total shows the capabilities of this region, and affords us some basis of calculation as to the value and probable extent of its future developments.

Besides the amount already noticed as landed here, there were 1,268 tons brought to this city from the Bruce mines, and sent on to London. The mineral of this location is of a different quality from that of Lake Superior, and not near as productive of pure copper.—*Report of Detroit Tribune for 1860.*

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#### QUICKSILVER.

In 1859 the exports of this very valuable product of the mining industry of California received a serious check through the measures adopted by the Federal Government against the ostensible owners of the famous New-Almaden mine. The operations of their works were accordingly suspended. A decision in the case having been recently given, and the injunction having been removed, operations have been resumed.

Owing to the stopping of the New-Almaden mine, the other mines of California were very industriously worked last year, under the increased demand for their product. The following table shows the number of

flasks of quicksilver produced during last year by the three other California mines :

	<i>New-Iñria.</i>	<i>Enriqueta.</i>	<i>Gaudaloupe.</i>
First quarter,.....	991	881	825
Second quarter,.....	1,045	1,722	650
Third quarter,.....	1,004	2,390	600
Fourth quarter,.....	1,578	1,823	600
Total,.....	4,618	6,816	2,675

Being a total production for the year of 14,109 flasks of 75 lbs. each, Spanish weight, from the three mines.

	<i>Flasks.</i>
Total production in 1860,.....	14,109
Exports from San Francisco in 1860,.....	9,348
Stock in San Francisco 1st January, 1861,.....	10,348

Showing consumption in California,..... 3,761

Or about three hundred flasks per month on an average. The ruling price in 1860 was sixty cents for consumption, (seventy-five cents at the opening of the year,) and fifty cents for export, the latter reduced in January last to 47½ cents per pound.

The exports and destination of quicksilver during the past year were as follows :

	<i>Flasks.</i>		<i>Flasks.</i>
New-York,.....	400	Peru,.....	750
Mexico,.....	3,886	Valparaiso,.....	1,040
Australia,.....	100	Vancouver's Island,.....	327
China,.....	2,715	Panama,.....	130
Total,.....			9,348

The exports previously for six years were as follows :

	<i>Flasks.</i>		<i>Flasks.</i>
1854,.....	20,963	1857,.....	27,262
1855,.....	27,165	1858,.....	24,132
1856,.....	23,740	1859,.....	3,399

The value of the exports from San Francisco of this metal for the year 1860 was \$350,600.

#### METALS.

The shipments of lead from the Upper Mississippi lead mines, located in Illinois, Wisconsin and Iowa, during the last year, were as follows :

	<i>Pigs.</i>	<i>Pounds.</i>		<i>Pigs.</i>	<i>Pounds.</i>
From Galena,.....	147,837	18,348,590	From Council Hill,...	14,203	994,210
“ Dubuque,...	55,327	3,872,890	“ Scales Mound,...	13,024	911,680
“ Warren,....	49,050	3,433,500	“ Dunleith,.....	10,298	720,860
“ Apple River,...	29,626	2,073,820	“ Cassville,.....	9,965	691,550
“ Potosi, (est.),	20,000	1,400,000			
			Total,.....	349,330	24,453,100

The market value of the above was \$1,283,787.

Tin is increasing in value yearly. The British exports last year amounted to 2,804 tons, and the mean average price for the year has been £130 18s. (\$634 46.) There has been an increased speculation in the tin mines of England.

## MINNESOTA COPPER MINE FOR SIX YEARS.

	1855.	1856.	1857.	1858.	1859.	1860.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Product of rough copper,.....	1,494 ..	1,859 ..	2,058 ..	1,884 ..	1,626 ..	2,150
Average product per month,.....	119½	155 ..	171½	153 ..	135½.	179
Per centage of yield of ingot copper,	71 ..	72 ..	74 ..	70 1-10	71 ..	73¾
Average price obtained per pound,	27.09c.	25.67c.	23.63c.	22.66c.	22c.	20.92c.
Gross value,.....	\$ 549,876	\$ 701,906	\$ 736,000	\$ 595,000	\$ 515,786	\$ 656,594
Cost of mining,.....	189,780 ..	241,740 ..	279,402 ..	273,746 ..	279,229 ..	312,308
Transportation,.....	35,395 ..	42,271 ..	49,558 ..	43,184 ..	37,137 ..	46,472
Smelting,.....	22,971 ..	34,932 ..	41,077 ..	38,273 ..	32,004 ..	40,289
All other expenses,.....	32,787 ..	37,589 ..	32,502 ..	29,624 ..	35,974 ..	46,759
Total cost,.....	280,933	356,541 ..	402,538 ..	384,827 ..	384,394 ..	445,828
Net earnings,.....	268,943	345,365 ..	333,402 ..	210,176 ..	131,391 ..	210,766

In the item of \$46,759, for 1860, is included a charge for defending the "Titus' Suit," of nearly \$10,000.

## MACHINERY IN THE USEFUL ARTS.

A correspondent of one of our daily papers, journeying in Massachusetts, thus describes some new applications of machinery to the mechanic arts in that busy industrial hive :

The extent to which machinery is taking the place of hand-labor is strikingly illustrated in making ladies' shoes. I recently visited a manufactory in Haverhill, Mass., where, with the machinery in use, twenty-five persons turn out 600 pairs daily. All the stitching is done by *sewing machines run by steam*—a combination of the two greatest mechanical inventions. Every operation except fitting the shoe to the last, even to the final polishing, and cutting the pegs out of the inside to prevent them from hurting the foot, is performed by machinery. One of the greatest curiosities is the pegging machine, which inserts the awl, cuts out the pegs from a strip of wood, and drives them in, all at one operation, and so rapidly that it will peg two rows around the sole of a shoe in twenty seconds. The facilities in this manufactory are such that the raw calf-skin and sole leather can be taken in the basement of the building and in half an hour turned out in the form of a complete pair of shoes !

A stroll through the Pacific Cotton and Print Mills in Lawrence, a few days since, gave me a vivid impression of the vastness of the manufacturing interests of that young city. I had often observed the factories before from the car window, but did not realize the greatness of the whole until I had seen something of the details. The Pacific Mills consist of two buildings, each nearly nine hundred feet in length. Their full complement of employés is now twenty-one hundred, and will be twenty-seven hundred as soon as the machinery is all set up in an extension of the main building, just completed. The raw cotton goes in in bales at one end, and comes out at the other manufactured goods, ready for the market. Curious ladies, by strolling through the print and delaine departments, can learn what styles are to prevail several months hence. I will not attempt to tell you how many yards of plain cotton cloth, prints, lawns and other goods can be turned out in a week ; it is too far up among the ciphers for me to venture. One of the machines for printing delaines, stamps the piece with *sixteen* different colors and shades of colors in passing through once. There is only one other like it in the world.

## SUGAR TRADE OF THE UNITED STATES.

*Annual Statement, showing the Import, Export, Stock and Consumption of Unrefined, for the year ending December 31st, 1860, (exclusive of California and Oregon.)*

*From the Shipping and Commercial List, and New-York Price Current.*

## NEW-YORK STATEMENT—1860.

Year 1860. RECEIVED AT NEW-YORK FROM	Hhds.	Tcs.	Bbls.	Bxs. and Cases.	Bags, Mats and Bskts.	Total Tons of 2,240 lbs.
Cuba, .....	229,200	10,044	10,071	164,118	424	171,184
Porto Rico, .....	44,826	286	5,993	..	..	22,705
St. Croix, .....	151	..	56	..	..	103
Brazil, .....	..	..	660	1,118	68,509	5,098
Manilla, .....	..	..	..	..	118,976	3,322
Singapore, Java, China, &c., .....	..	..	..	..	74,861	5,390
Jamaica, .....	1,023	749	1,484	..	..	1,322
Trinidad Island, .....	456	124	86	..	..	394
Demerara, .....	1,550	108	3,203	..	..	1,558
Barbadoes, Antigua and other Eng- lish Islands, .....	258	274	1,315	..	..	347
St. Domingo, Honduras and other foreign countries, .....	57	106	1,846	566	1,743	431
Total receipts of foreign direct, .....	277,521	11,691	24,669	165,342	264,518	211,854
*Add receipts of MELADO, &c., .....	36,752	1,176	49	..	..	12,361
Received from Texas, .....	2,156	40	121	..	..	984
" " Louisiana, .....	15,690	6	912	..	..	8,150
" " other coastwise ports, .....	2,579	8	44,730	681	1,993	5,975
Total receipts, .....	334,728	12,916	70,481	166,483	266,516	239,324
Add stock Jan. 1, 1860, .....	22,203	..	..	20,620	26,638	18,020
Total supply, .....	356,931	12,916	70,481	187,103	293,154	257,344
Deduct exports to foreign ports, ship- ments to San Francisco, and inland to Canada, 1860, .....	10,536	..	..	17,785	3,595	9,931
Deduct stock, (Melado included,) } January 1, 1861, .....	346,395 41,402	12,916 ..	70,481 ..	169,313 16,758	281,559 141,488	247,413 34,178
Taken from this port for consumption, .....	304,993	12,916	70,481	152,560	143,071	213,235

Weighing as above, . . . tons, 213,235—of which foreign, received direct and coastwise, . . . tons, 199,432  
Total consumption in 1860, . . . tons, 190,135

Increase in 1860, . . . tons, 23,100      Increase in consumption of foreign in 1860, . . . tons, 39,805

\* We have put down, as usual, the whole number of packages of MELADO, &c., received, but in carrying out the weight, have deducted 40 per cent., to make it equal to ordinary grade of sugar. The same allowance has also been made in receipts, stocks and exports throughout the statement.



## NEW-YORK STATEMENT—1859.

Year 1859. RECEIVED AT NEW-YORK FROM	Hhds.	Tcs.	Bbls.	Bxs. and Cases.	Bags, Mats and Bskts.	Total Tons of 2,240 lbs.
Cuba,.....	181,583	8,873	7,172	154,178	482	140,101
Porto Rico,.....	81,606	176	3,885	..	..	15,967
St. Croix,.....	60	..	7	..	..	38
Brazil,.....	2	1	688	2,956	95,696	8,165
Manilla,.....	..	..	..	..	88,042	2,751
Singapore, Java, China, &c.,.....	..	..	..	..	86,253	2,338
Jamaica,.....	234	426	635	..	..	443
Trinidad Island,.....	2,547	1,169	578	..	..	2,464
Demerara,.....	24	2	43	..	..	23
Barbadoes, Antigua and other Eng- lish Islands,.....	153	112	1,067	..	..	222
St. Domingo and other foreign ports, ..	55	15	1,209	814	1,291	286
Total receipts of foreign direct,.....	216,264	10,774	15,279	157,448	221,769	172,798
* Add receipts of MELADO, &c.,.....	10,971	383	360	..	..	4,514
Received from Texas,.....	2,114	69	97	..	..	969
“ “ Louisiana,.....	45,244	13	796	161	..	23,341
“ “ other coastwise ports, ..	5,586	214	44,393	1,081	74	7,608
Total receipts,.....	280,179	11,453	60,925	158,690	221,843	209,230
Add stock Jan. 1, 1859,.....	12,873	..	..	14,489	..	9,857
Total supply,.....	293,052	11,453	60,925	173,179	221,843	219,087
Deduct exports to foreign ports, ship- ments to San Francisco, and inland to Canada, 1859,.....	13,005	..	..	19,446	7,407	10,982
Deduct stock, (Melado included,) Jan. 1, 1, 1860,.....	280,047	11,453	60,925	158,783	214,436	208,155
1, 1860,.....	22,203	..	..	20,620	26,683	18,020
Taken from this port for consumption, ..	257,844	11,453	60,925	133,113	187,798	190,135
Weighing as above,.....tons, 190,135—Of which foreign, received direct and coastwise,.....tons, 159,627						
Total consumption in 1859,.....	185,801					159,252
Increase of 1859,.....tons, 4,334						
Increase in consumption of foreign in 1859,.....tons, 875						

The maple tree still occupies a position by no means insignificant in the manufacture of sugar. Though it is impossible to arrive at the exact extent of the crop of sugar yielded from this source, sufficient is ascertained to justify us in placing that crop at about 28,000 tons, an amount sufficient to interfere to a considerable extent in the Northern States with the consumption of sugar made from the tropical cane.

The erection of new refineries in California has enlarged the demand for raw in that quarter, and the quantity taken there the past year has been somewhat increased. We estimate the consumption of that State at 8,000 tons, so that the total consumption of raw sugar of all kinds in the United States in 1860 may be set down at 464,673 tons, against a total consumption in 1859 of 478,737 tons, being a decrease in the consumption of 1860, as compared with the previous year, of 14,064 tons, or 2 15-16 per cent.

\* We have put down, as usual, the whole number of packages of MELADO, &c., received, but, in carrying out the weight, have deducted 40 per cent, to make it equal to ordinary grade of sugar. The same allowance has also been made in receipts, stocks and exports throughout the statement.

GENERAL STATEMENT.

RECEIPTS OF FOREIGN SUGAR IN THE UNITED STATES,

From 1st January to 31st December, 1860.

RECEIVED AT	Hhds. and Tcs.	Bbls.	Boxes and Cases.	Bags, Mats and Bskts.	Total Tons of 2,240 lbs.
New-York, direct, .....	327,170	24,718	165,802	264,518	224,215
Boston, " .....	33,419	849	87,116	241,972	44,927
Philadelphia, " .....	37,230	4,261	19,832	57,714	28,215
Baltimore, " .....	35,548	10,231	26,535	55,062	28,619
New-Orleans, " .....	4,528	301	23,097	2,462	6,682
Other ports, " .....	13,703	2,892	5,192	540	8,874
Total receipts, .....	451,598	43,252	327,574	622,268	341,532
Add stock at all the ports, January 1, 1860, .....	25,830	..	34,406	26,638	22,947
Total supply, .....	477,428	43,252	361,980	648,906	364,479
Deduct exports and shipments inland to Canada, from all the ports, in 1860, ..	14,074	325	24,018	10,015	13,234
	463,354	42,927	337,962	638,891	351,245
Deduct stock at all the ports, January 1, 1861, .....	57,204	..	49,633	253,878	54,295
Total consumption of foreign, .....	406,150	42,927	288,329	385,013	296,950
Consumption of foreign in 1860, as above, .....					tons, 296,950
Consumption of foreign in 1859, .....					239,034
Increase in 1860, .....					tons, 57,916
Consumption of foreign in 1860, .....					tons, 296,950
Add crop of 1859-60, of Louisiana, Texas, Florida, &c., the bulk of which was distributed in 1860, and assuming the stock 1st January each year to be equal, .....					119,046
Less shipped to California, &c., not included in foregoing statement of exports, .....					715
					118,331
Would make the total consumption of cane sugar in the United States in 1860, .....					tons, 415,281
Total consumption of foreign and domestic cane sugar in 1859, .....					431,184
Decrease in 1860, .....					tons, 15,903

The decline in the consumption must be attributed to the paralysis which prostrated nearly every branch of commerce during the greater part of the last quarter of the year, occasioned by the political panic, its baneful results entailing monetary embarrassments, destruction of confidence, total derangement of interior exchanges, and, for a time, almost entire cessation of business.

The Cuba crop, it is generally conceded, will be something larger than last year, which was 503,280 tons. That of Porto Rico, it is thought, will be at least ten per cent. above the previous crop. The prospect is good in most, if not all the British West India Islands, and Brazil and the East Indies will doubtless be able to furnish their quota.

## From 1st January to 31st December, 1859.

RECEIVED AT	Hhds. and Tcs.	Bbbs.	Bxs. and Cases.	Bags, Mats and Bskts.	Total Tons of 2,240 lbs.
New-York, direct,.....	238,892	15,639	157,448	221,769	177,312
Boston, ".....	28,812	1,060	63,703	53,903	31,138
Philadelphia, ".....	32,703	3,152	15,023	46,206	24,696
Baltimore, ".....	23,290	4,254	9,720	18,13	16,756
New-Orleans, ".....	621	107	10,185	454	2,213
Other ports, ".....	17,292	2,295	4,897	3,042	10,714
Total receipts,.....	341,110	26,507	260,976	349,537	262,829
Add stock at all the ports, January 1, 1859,.....	14,200	..	25,781	5,031	13,346
Total supply,.....	355,310	26,507	286,757	354,568	276,175
Deduct exports and shipments inland to Canada, from all the ports, in 1859,	17,618	..	21,935	9,492	14,194
Deduct stock at all the ports, January 1, 1860,.....	337,692	26,507	264,822	345,076	261,981
	25,830	..	34,406	26,638	22,947
Total consumption of foreign,....	311,862	26,507	230,416	318,438	239,034
Consumption of foreign in 1859, as above,.....tons,					239,034
Consumption of foreign in 1858,.....					244,758
Decrease in 1859,.....tons,					5,724
Consumption of foreign in 1859,.....tons,					239,034
Add crop of 1858-59, of Louisiana, Texas, Florida, &c., the bulk of which was distributed in 1859, and assuming the stock 1st January each year to be equal,.....				193,435	
Less shipped to California, &c., not included in foregoing statement of exports,.....				1,285	
					192,150
Would make the total consumption of cane sugar in the United States, in 1859,.....tons,					431,184
Total consumption of foreign and domestic cane sugar in 1858,.....					388,492
Increase in 1859,.....tons,					42,692

By an examination of the preceding statistics, it will be seen that the total receipts of foreign raw sugars into the United States (California and Oregon excepted) for the year ending December 31, 1860, were 341,532 tons, against receipts in 1859 of 262,829 tons; in 1858 of 255,100 tons; in 1857, 269,180 tons; in 1856, 275,662 tons; and in 1855, 205,064 tons, being by a very considerable amount the largest quantity of foreign ever imported into the country. If we turn now to the consumption of this description, the figures show that the quantity of foreign growth withdrawn for this purpose in 1860 was 296,950 tons, against a consumption of foreign in 1859 of 239,034 tons; in 1858, 244,758 tons; in 1857, 241,765 tons; in 1856, 255,292 tons; and in 1855, 192,604 tons. Thus, it will be seen, that the quantity of foreign received, and the quantity of foreign consumed, is greater, by a very considerable amount, than ever imported or consumed before in the history of the trade. But notwithstanding this large increase in the importation of foreign, it was

barely sufficient to counterbalance the serious decline in the production of domestic, which, as compared with the previous crop, shows a falling off of 74,389 tons, and hence the total receipts of foreign, and total supply of domestic cane sugar in 1860, varies but little from the total receipts and supply of 1859. By pursuing the examination, we arrive at the total consumption of foreign and domestic, which in 1860 was 415,281 tons, against a total consumption in 1859 of 431,184 tons; in 1858, 388,492 tons; in 1857, 280,765 tons; in 1856, 378,760 tons; and in 1855, 377,752 tons, being a decrease in the consumption of 1860, as compared with 1859, of 15,903 tons, or 3 11-16 ¢ cent.

The demand for clarified sugars has been very good for the greater part of the year, and the consumption of this description has been considerably increased, so that the estimates of sugar made from molasses must be advanced. Our researches show that the quantity of molasses taken for refining purposes during 1860 will reach about 60,000 hhds., yielding some three million pounds of sugar, say 13,392 tons, against 12,053 tons in 1859, obtained from 54,000 hhds. of molasses; 11,160 tons in 1858, from 50,000 hhds.; 10,300 tons in 1857, from 46,000 hhds.; 11,875 tons in 1856, from 53,000 hhds.; and 12,187 tons in 1855, from 50,000 hhds. In this connection, we observe that refiners complain more generally that the quality of molasses sent forward from Cuba, suitable for refining purposes, is gradually deteriorating, being more and more denuded of its saccharine properties by the improved processes of sugar-making, than the planting interests of that island have of late years introduced.

The quantity of foreign sugar that will be needed the present year would ordinarily be governed in a great measure by the crop of Louisiana now coming forward. Early in the season, a bountiful yield was anticipated; the spring opened most propitiously, the culture proceeded with vigor, and the area of cultivation was extended, but the very severe drought of the summer seriously retarded the growth of the cane, and later in the season rains and floods still further reduced the estimates. The best authorities place the crop at 220 @ 250,000 hhds.; the yield will probably not vary much from 225,000 hhds., against a yield the previous year of 221,840 hhds.

The future of the trade seemed never more uncertain. The grave and deplorable events that have recently occurred in our political world are of so momentous a character that the most sagacious hesitate to venture a prediction as to our probable wants the current year. If the insanity that has smitten the body politic can be cured, and reason once more be permitted to resume her sway, peace would be followed, beyond a doubt, by a prosperity exceeding the expectations of the most sanguine. Never were the interests of the country in a condition more substantial. The food-raising States that have been laboring under embarrassments greater or less severe for the past several years, have at length, by a bounteous harvest, coupled most opportunely with a large foreign demand for bread-stuffs and other products of our soil, emerged from their difficulties, and wealth is flowing in upon them. The commercial and navigating States of the Union, whose transporting and carrying interests, both inland and seaward, have also suffered so long a season of depression, partake in the revival, and all available means are in demand in moving this produce from the interior to the ports and from thence beyond the seas. The

only element now lacking to give a further impetus to enterprise and commerce such as we have not seen for years, is a cessation of the present unhappy political tumult, and a return among the States to former fraternal relations. Should this consummation, so devoutly to be wished for, be attained, we can see nothing to prevent a larger consumption of sugars in 1861 than has ever been recorded.

#### ANNUAL REVIEW OF THE NEW-YORK MARKET.

By referring to the preceding tables, it will be seen that the receipts into this port direct of foreign unrefined sugar for the year ending December 31, 1860, were 224,215 tons, against an import in 1859 of 177,312 tons; in 1858, 163,134 tons; in 1857, 161,942 tons; in 1856, 171,156 tons; in 1855, 126,844 tons; and in 1854, 99,491 tons; and that the consumption of foreign descriptions in 1860 was 199,432 tons; in 1859, 159,627 tons; in 1858, 159,252 tons; in 1857, 143,829 tons; in 1856, 161,455 tons; in 1855, 121,356 tons; and in 1854, 92,500 tons; while the total consumption of both foreign and domestic in 1860 was 213,235 tons; in 1859, 190,135 tons; in 1858, 185,801 tons; and in 1857, 147,810 tons.

The foregoing figures briefly illustrate the commerce of this port in this article, and make an exhibit which cannot be looked upon otherwise than satisfactory, showing, as it does, that while the consumption of sugars in the country, considered as a whole, have fallen off, the quantity taken from our own market has increased by no inconsiderable degree, being equal to over 12  $\frac{1}{2}$  cent. when brought into comparison with the consumption of the previous year. Of the whole receipts of foreign into the United States, 65 to 100  $\frac{1}{2}$  cent. has been entered at this port.

There has been for the greater part of the year a good, healthy demand, accompanied by no very great fluctuations and but little speculative feeling. The average price of most descriptions for the year are slightly higher than in 1859; and had it not been for the political troubles of the past two months, which gave a paralyzing blow to this interest, in common with almost all others, reducing values of this commodity with a rapidity unexampled, the average prices would have been much higher. Refiners, as usual, have been the largest consumers, and the quantity taken by them for refining purposes, it is estimated, will reach the large figure of 120,000 tons. It would seem, from the erection of new establishments and the enlargement of old works, that this industrial pursuit is not in a languishing condition, though the probabilities are, that the effect of the vigorous competition that is now witnessed among this class, bears its usual fruit, profits reduced to a very small margin and risks proportionately enlarged.

In reference to the business the past year in raw, it may be safely written that the importation has not been attended with flattering results; the continued high cost in the cane-growing countries, owing to the competition among buyers at the shipping ports and on the plantation, has been productive in many instances of disaster, and more money has been lost than made by importers and consignors to the markets of this country. That these losses have been attended for the most part with so little embarrassment, is a matter of gratulation, evidencing that this class of merchants occupy a position of no ordinary strength.

The prospects for the immediate future cannot be called, at this present



writing, very favorable. Up to the beginning of the last quarter of the year, the deliveries for consumption at all the ports were in advance of the same time the previous year about 6 @ 7 ¢ cent. Since that time, under the mere apprehension that public events might take the shape which they have since actually assumed, that increase has been lost, with an additional three per cent., making a falling off in the consumption, during less than three months, of over nine per cent. If, then, the consumption the present year continue to decline as it has for the past two months, a much smaller importation than usual will be required. There are many, however, that adopt the view, that, under any circumstances, there will be a large demand, and that the quantity of foreign sugar needed will be as large, if not larger, than in any former year. It will not escape notice that the stock at this, as well as at most of the ports, 1st inst., was unusually large, the supply here being equal to about two months' consumption, at the ratio of last year's requirements.

The year opened with a stock of nearly 19,000 tons, an unusual large supply for this period of the season, but a healthy tone was observable; operators were inspired with confidence, the accounts from Cuba being of a character to warrant the belief that the receipts of the new crop would be delayed, while the Louisiana crop was sufficiently advanced to enable a pretty accurate estimate to be made as to the extent of the deficiency, and a good steady demand prevailed for the first half of the month, with an advance in prices, over the closing rates of December, of fully one-eighth of a cent ¢ lb. About the third week the market began to droop, and the turn was evidently in buyers' favor. This languid feeling soon gave way to one of positive depression; the dealings became small, and prices fell off one-eighth of a cent; at the close there was a slight rally, and in some instances values were re-established. The first receipt of new crop Texas reached here on the 16th. On the same day the first invoice new Demerara was laid down, and sold for refining at 7 cents, being earlier than the year before, the first arrival of Demerara then having occurred on the 4th February, selling at  $7\frac{1}{4}$  @  $7\frac{1}{2}$  cents. The first arrival of new Cuba, as also of Brazil, took place on the 21st; the quality of the former green, and brought  $6\frac{1}{2}$  cents, against first arrival in 1859 on the 23d, "molasses sugar and clarified," which was placed at 7 @  $7\frac{1}{2}$ . The sales and re-sales for the month were 1,350 hhds. Louisiana, 122 do. Texas, 8,900 do. and 6,700 bxs. Cuba, 688 hhds. Porto Rico, 300 do., 27 tes. and 536 bbls. English Island, 16,157 bags Manila, 3,050 do. China, 6,550 do. Brazil, 81 do. African and 1,700 hhds. Melado.

The first few days of February were marked by a heavy, dull feeling, the business being restricted to the mere necessities of the trade. Refiners, however, shortly entered the market, the dealings were more liberal and full prices were paid. As the month advanced, the supply became reduced; the receipts of new crop West India came forward very sparingly; holders did not press their stocks, and prices, though no higher, were very firm. This favorable state of affairs for owners was but of short duration; West India and Louisiana came forward freely, and with more pressure to sell, a decline of one-eighth of a cent on low grades was submitted to, the bulk of the receipts being of this description. For good and prime qualities, full previous rates were paid, the month closing, however, with rather a dull feeling for all kinds, which, on low qualities, amounted to depression. The first arrival of new crop Porto Rico

occurred on the 14th, and sold at  $7\frac{7}{8}$  @  $8\frac{3}{4}$  cents, against first arrival previous year on the 7th, which brought  $7\frac{1}{4}$  cents. The sales were 2,300 hhds. Louisiana, 535 do. Texas, 9,800 do. and 6,700 bxs. Cuba, 675 hhds. Porto Rico, 284 do., 37 tcs. and 595 bbls. English Island, 10,989 bags Brazil and 825 hhds. Melado.

During the early part of March, the market became still further depressed, owing chiefly to the preponderance of inferior and green sugars in the receipts of West India, for which there was but little inquiry from refiners, and none at all from the trade, and prices of this description soon depreciated one-quarter of a cent. This concession, about the middle of the month, stimulated a speculative feeling; refiners also purchased more freely, and with a falling off in the receipts, holders were enabled to regain a portion of the previous decline. From this until toward the close, there prevailed a good steady demand for refining grades, with a firm tone. Grocery styles were all through the month scarce and wanted at very full rates. The receipts of all kinds were moderate, and a fair degree of buoyancy obtained. The sales were 4,000 hhds. Louisiana, 325 do. Texas, 14,000 do. and 8,400 bxs. Cuba, 4,600 hhds. Porto Rico, 637 do., 175 tcs. and 491 bbls. English Island, 9,665 bags Manila, 3,311 do. and 193 cases Brazil and 4,500 hhds. Melado.

At the commencement of April, the arrivals from the West Indies became more frequent, buyers held off, and holders were compelled to yield or store, but a concession of one-eighth of a cent led to rather more business. The receipts, however, continued to be largely out of proportion to the wants of buyers, owners pressed sales from vessel, and values declined from day to day, until they stood at  $\frac{1}{2}$  @  $\frac{5}{8}$  cent below the opening rates of the month; it must be remarked, however, that the depression and concession was wholly confined to medium and low grades; prime qualities, having been comparatively scarce, were firm, if not buoyant. The low points that prices had now touched brought forward buyers more freely, the market soon became animated, indeed excited, an extraordinary activity prevailed, with very large sales, and prices rallied, an advance of  $\frac{1}{8}$  @  $\frac{1}{4}$  cent being realized. From this, until the end of the month, there continued to be a good steady demand, with some speculative action, and values further appreciated one-eighth of a cent, the advance generally being more marked on the better qualities, the wants of the trade being in excess of the receipts. The sales were 4,300 hhds. Louisiana, 500 do. Texas, 25,900 do. and 4,050 bxs. Cuba, 7,000 hhds. Porto Rico, 515 do., 65 tcs. and 291 bbls. English Island, 961 bags Siam and 5,300 hhds. Melado.

The activity noticed during the greater part of the month of April continued for the first week in May; refiners, the trade and speculators, bought freely, and with small receipts and a reduced stock, an additional advance of one-eighth of a cent was established; upon this, speculators retired, other buyers also having been well supplied by the recent large purchases, held off, and the market became dull. Sellers, now urged by more frequent arrivals, pressed their invoices at a reduction of one-eighth of a cent; for a few days there was but a moderate business, but refiners and the trade again entered, a speculative feeling was more prominent, this concession was regained, and soon followed by an advance of first an  $\frac{1}{8}$ , and then another  $\frac{1}{8}$  @  $\frac{1}{4}$  cent, with free sales and an active and buoyant market; the encouraging harvest prospects having imparted to buyers

great confidence, large quantities being withdrawn for the Western markets. Toward the close, however, the purchases fell off, speculators suspended operations, the trade and refiners bought less freely, the market became rather unsettled, and a reduction of one-eighth of a cent was submitted to. The sales were 950 hhds. Louisiana, 500 do. Texas, 31,000 do., 9,100 bxs. and 227 bags Cuba, 7,900 hhds. Porto Rico, 289 do., 109 tcs. and 512 bbls. English Island, 19,246 bags Manilla, 17,950 do. Brazil and 3,400 hhds. Melado.

Continued large arrivals for the first few days in June exercised an unfavorable influence, and a softening in prices resulted, but refiners being compelled by their necessities to come forward, the market again assumed an active and buoyant appearance, and with large purchases also by the trade and speculators, prices soon ran up one-quarter of a cent, which had the effect to repress business, the buoyant feeling was lost, and, with it, an eighth of a cent of the recent advance, without leading to any activity; the receipts became large, the stock accumulated, and holders were compelled to recede another eighth of a cent, but still buyers held off. Toward the latter part of the month, however, there was rather more business, and though no advance was obtained, more tone was observable. Sales 470 hhds. Louisiana, 112 do. Texas, 25,600 do. and 9,500 bxs. Cuba, 6,600 hhds. Porto Rico, 115 do., 31 tcs. and 479 bbls. English Island, 332 tcs. Honduras, 9,665 bags Manilla, 7,044 do. Brazil and 4,500 hhds. Melado.

July opened with large receipts and only a moderate demand. Common and refining grades were weak, but good to prime qualities were scarce and wanted. The business was light until about the middle of the month, when there sprang up a good demand, which soon quickened into activity, and notwithstanding liberal arrivals, holders were enabled to realize an advance of one-eighth of a cent, but this did not check the inquiry; the dealings were still large, and a further appreciation of one-eighth of a cent on refining grades and one-quarter of a cent on grocery styles was obtained. Purchasers continued to operate notwithstanding these enhanced values, the impression being general that the bulk of the West India crop had come forward, and that the future supply would not be more than adequate to the wants of the country. There continued a fair business until about the latter part of the month, when the demand fell off. The receipts increased, and prices gradually gave way, until a decline of one-quarter of a cent was fully established. Sales 340 hhds. Louisiana, 31,400 do. and 15,500 bxs. Cuba, 9,200 hhds. Porto Rico, 92 do., 80 tcs. and 133 bbls. English Island, 112 do. Honduras, 2,598 bags Brazil and 1,100 hhds. Melado.

An improved demand was visible in the early part of August, and prices, though no higher, were steadier, with more tone generally. As the month advanced the business fell off, and though the offerings were not large, buyers were enabled to obtain a concession of one-eighth of a cent; this reduction, however, failed to stimulate business; stocks accumulated, the receipts were larger, and an additional decline of one-eighth of a cent was established, which induced rather more demand, but no general activity, the month closing with a languid feeling, akin to depression. Sales 140 hhds. Louisiana, 59 do. Texas, 20,600 do., 10,900 bxs. and 70 bags Cuba, 4,700 hhds. Porto Rico, 372 do., 35 tcs. and 1,173 bbls. English Island, 16 do. and 302 ceroons St. Domingo, 688 bags Penang and 1,326 hhds. Melado.

The stock, as taken at the close of August, having been found larger than ever known before, a feeling of depression ensued upon its announcement, and September opened with a dull feeling; this was, however, in a measure, dissipated by light receipts, and some improvement in the demand followed, with pretty large sales, but holders met buyers freely, and in prices no change was observable. About the middle of the month the inquiry subsided and prices fell one-eighth of a cent; this again induced more business, and a good steady trade resulted, with a scarcity of the better grades, for which full rates were obtained. Sales 400 hhds. Louisiana, 63 do. Texas, 34,500 do. and 24,900 bxs. Cuba, 2,600 hhds. Porto Rico, 116 do., 60 tcs. and 111 bbls. English Island, 29,136 bags Manila, 2,803 do. Siam, 1,892 do. Singapore, 200 do. Calcutta, 152 do. Padang, 3,055 do. Penang and 2,400 hhds. Melado.

A moderate inquiry and steady market was the feature at the opening of October, but the month was destined to witness the greatest excitement of the year. About the 6th, despatches were received from New-Orleans announcing serious damage to the Louisiana crop, upon the strength of which most holders at once withdrew their stocks; an active speculative demand set in, but purchases could only be made at an advance of one-quarter of a cent. The estimates of the domestic crop continued to shrink, and with an active inquiry from refiners as well as speculators, the stocks rapidly diminished, and prices as steadily appreciated. A further rise of one-eighth of a cent was established, without checking business; this was soon followed by an additional eighth of a cent, many owners still withholding their stocks. Holders had now advanced their views to a point which deterred buyers, the demand fell off, and market became dull; accounts, too, came to hand about this time, that the ravages by floods in the cane-fields of Louisiana were less extensive than was at first reported, and as buyers were well supplied by recent large purchases, the market became quite dull and depressed, and prices declined fully a quarter of a cent. Sales 44 hhds. Louisiana, 50 do. Texas, 22,500 do. Cuba, 13,000 bxs. do., 3,500 hhds. Porto Rico, 255 do., 214 tcs. and 415 bbls. English Island, 19,547 bags Manila, 4,000 do. China, 3,859 do. Calcutta, 374 ceroons St. Domingo and 2,250 hhds. Melado.

November opened with a depressed feeling, and on refining grades a further decline of one-eighth of a cent was submitted to; for a few days this concession was followed by a fair business, but the market soon sank into a quiet state. The political agitation that succeeded the presidential election inaugurated a panic even more severe than that of 1857; money became very dear, and not accessible except at exorbitant rates; most of the banks South and Southwest suspended specie payments; the interior exchanges became entirely deranged, the currency unsettled, and, for a time, confidence in the stability of every thing was destroyed. Holders were indifferent about selling goods except for cash, owners of this article preferred to hold it, rather than sugar, and business was at a complete stand. Prices were very irregular, but were constantly declining, the reduction during the month being about  $1\frac{1}{4}$  @  $1\frac{1}{2}$  cents, but even this very large decline failed to induce more than a small business to meet immediate wants. Shipments to Europe were freely made from first hands, but this made little if any impression amid the general uneasiness and disquiet. The first invoice of new crop Louisiana was laid down here on the 20th, quality fair, and sold at  $7\frac{1}{2}$  cents, less 1  $\frac{2}{3}$  cent.

cash; against first receipt in 1859 on the 3d, which brought  $8\frac{1}{4}$ , quality fully fair. Sales 32 hhds. Louisiana, 30 do. Texas, 11,700 do., 69 bags and 9,800 bxs. Cuba, 850 hhds. Porto Rico, 13,201 bags and 598 cases Brazil, 40 bbls. and 621 ceroons St. Domingo and 444 hhds. Melado.

The gloom and depression that pervaded the market throughout November suffered no diminution during the first half of December; on the contrary, it seemed to be difficult to sell goods except at ruinous sacrifices. Prices were constantly in buyers' favor, and a further decline of  $\frac{3}{8}$  @  $\frac{1}{2}$  a cent was established, making nearly 2 cents within a month, and had now touched a lower point than since 1854. Large shipments continued to be made from first hands, but the stolidity of buyers seemed immovable. Business was paralyzed, and the only purchases were small lots to meet the immediate wants of the trade and refiners. At this point, bullion began to flow in from Europe. Consequent upon this, the money market became easier, and exporters, attracted by the low prices, purchased quite freely, a more hopeful feeling was visible everywhere, and with returning confidence came a hardening tendency in the price of sugar. The trade, refiners and speculators entered the market, and prices recovered about  $\frac{3}{8}$  @  $\frac{3}{4}$  of a cent of the previous decline, the year closing with a disposition to greater cheerfulness, notwithstanding the threatening aspect of political affairs. Sales 1,820 hhds. Louisiana, 11,500 do. and 11,050 bxs. Cuba, 306 hhds. Porto Rico, 4,000 bags China, 6,307 do. Brazil and 719 hhds. Melado. Stock 34,178 tons, against a stock same time 1859 of 18,020 tons.

RANGE OF PRICES AT NEW-YORK, FOR THE YEARS 1859—1860.

1859.	New-Orleans.	Cuba Muscovado.	Porto Rico.	Havana, White.	Havana, Brown.	Manilla.	Brazil Brown.
January,	6 @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$9\frac{1}{2}$ @ $10$	$6\frac{1}{2}$ @ $9$	7 @ $7\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
Feb.,...	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	7 @ $8\frac{1}{2}$	$9\frac{1}{2}$ @ $10$	7 @ $9\frac{1}{2}$	— @ $7\frac{1}{2}$	7 @ $7\frac{1}{2}$
March,...	6 @ $8\frac{1}{2}$	6 @ $7\frac{3}{4}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$9\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $9\frac{1}{2}$	$7\frac{1}{2}$ @ $7\frac{1}{2}$	$7\frac{1}{2}$ @ $7\frac{1}{2}$
April,...	$5\frac{1}{2}$ @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	9 @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $9\frac{1}{2}$	— @ $7\frac{1}{2}$	7 @ $7\frac{1}{2}$
May,...	6 @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$6\frac{1}{2}$ @ $7\frac{3}{4}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	6 @ $8\frac{1}{2}$	7 @ $7\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
June,...	$5\frac{1}{2}$ @ $7\frac{3}{4}$	5 @ $7\frac{3}{4}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	7 @ $7\frac{1}{2}$	6 @ $7\frac{1}{2}$
July,...	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	7 @ $7\frac{1}{2}$	6 @ $7\frac{1}{2}$
August,...	$5\frac{1}{2}$ @ $8\frac{1}{2}$	4 @ $7\frac{3}{4}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	7 @ $7\frac{1}{2}$	$5\frac{1}{2}$ @ $6\frac{1}{2}$
Sept.,...	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	9 @ $9\frac{1}{2}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	....	$5\frac{1}{2}$ @ $6\frac{1}{2}$
Oct.,...	$5\frac{1}{2}$ @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	6 @ $8\frac{1}{2}$	9 @ $9\frac{1}{2}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	....	6 @ $7\frac{1}{2}$
Nov.,...	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	6 @ $8\frac{1}{2}$	9 @ $9\frac{1}{2}$	$5\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
Dec.,...	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$9\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
Average for the year,...	\$ 7 02	\$ 6 61	\$ 7 11	\$ 9 24	\$ 7 46	\$ 7 15	\$ 6 61
1860.							
January,	7 @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	7 @ $8\frac{1}{2}$	$9\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $9\frac{1}{2}$	7 @ $7\frac{1}{2}$	7 @ $7\frac{1}{2}$
Feb.,...	7 @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	7 @ $8\frac{1}{2}$	9 @ $9\frac{1}{2}$	7 @ $9\frac{1}{2}$	— @ $7\frac{1}{2}$	$7\frac{1}{2}$ @ $7\frac{1}{2}$
March,...	6 @ $8\frac{1}{2}$	6 @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$9\frac{1}{2}$ @ $9\frac{1}{2}$	$7\frac{1}{2}$ @ $9\frac{1}{2}$	— @ $7\frac{1}{2}$	$7\frac{1}{2}$ @ $7\frac{1}{2}$
April,...	$5\frac{1}{2}$ @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	7 @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $6\frac{1}{2}$	$6\frac{1}{2}$ @ $6\frac{1}{2}$
May,...	6 @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	6 @ $8\frac{1}{2}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $6\frac{1}{2}$	$6\frac{1}{2}$ @ $6\frac{1}{2}$
June,...	$6\frac{1}{2}$ @ $8\frac{1}{2}$	6 @ $7\frac{3}{4}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	— @ $7\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
July,...	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	— @ $7\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
August,...	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	9 @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $6\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
Sept.,...	$6\frac{1}{2}$ @ $8\frac{1}{2}$	6 @ $7\frac{3}{4}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $6\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
Oct.,...	$6\frac{1}{2}$ @ $8\frac{1}{2}$	6 @ $7\frac{3}{4}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$8\frac{1}{2}$ @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$6\frac{1}{2}$ @ $6\frac{1}{2}$	$6\frac{1}{2}$ @ $7\frac{1}{2}$
Nov.,...	....	5 @ $7\frac{3}{4}$	$5\frac{1}{2}$ @ $8\frac{1}{2}$	8 @ $9\frac{1}{2}$	$6\frac{1}{2}$ @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $6\frac{1}{2}$	....
Dec.,...	$4\frac{1}{2}$ @ $7\frac{3}{4}$	4 @ $6\frac{1}{2}$	$4\frac{1}{2}$ @ $7\frac{3}{4}$	$7\frac{1}{2}$ @ $8\frac{1}{2}$	$5\frac{1}{2}$ @ $7\frac{3}{4}$	5 @ $5\frac{1}{2}$	$4\frac{1}{2}$ @ $5\frac{1}{2}$
Average for the year,...	\$ 7 26	\$ 6 83 $\frac{1}{2}$	\$ 7 38 $\frac{1}{2}$	\$ 8 94 4-5	\$ 7 63	\$ 6 67 7-10	\$ 6 85 1-5



## MOLASSES TRADE OF THE UNITED STATES.

*Annual Statement, showing the Import, Export, Stock and Consumption for the year ending December 31st, 1860, (exclusive of California and Oregon.)*

*From the Shipping and Commercial List, and New-York Price Current.*

## NEW-YORK STATEMENT—1860.

Year 1860. RECEIVED AT NEW-YORK FROM	Hhds.	Tcs.	Bbls.	Total Gallons.
Cuba,.....	42,411	4,715	16,948	6,011,430
Porto Rico,.....	16,466	553	442	2,059,134
Barbadoes,.....	3,236	1	60	428,640
Trinidad Island,.....	52	..	..	5,998
Demerara,.....	6	..	..	790
Antigua,.....	140	15	..	17,760
St. Lucia,.....	18	..	7	2,372
St. Kitts,.....	34	..	..	4,022
Other West Indies,.....	151	..	..	18,040
Other foreign ports,.....	311	..	7	37,620
Total receipts of foreign, direct,.....	62,825	5,284	17,464	8,585,806
Received from Louisiana,.....	2	220	45,119	1,817,460
“ “ other coastwise ports,.....	5,606	389	13,964	1,198,405
Total receipts,.....	68,433	5,893	76,547	11,601,671
Add stock January 1, 1860,.....	4,028	..	1,213	532,670
Total supply,.....	72,461	5,893	77,760	12,134,341
Deduct export and shipments inland to Canada,.....	3,410	254	1,816	495,720
Deduct stock January 1, 1861,.....	69,051	5,639	75,944	11,638,621
Taken from this port for consumption,.....	5,654	..	3,081	802,102
Consumption, as above,.....galls.	63,397	5,639	72,863	10,836,519
Consumption, as above,.....galls.	10,836,519	Of which foreign, imported direct,.....galls.	9,258,890	
Total consumption of 1859,.....	12,010,290	Of which foreign, imported direct,.....galls.	8,653,187	
Decrease in 1860,.....galls.	1,173,771	Increase in consumption of foreign, 1860,.....galls.	605,703	

NEW-YORK STATEMENT—1859.

Year 1859. RECEIVED AT NEW-YORK FROM	Hhds.	Tcs.	Bbls.	Total Gallons.
Cuba,.....	51,884	5,165	14,930	7,119,247
Porto Rico,.....	11,033	304	547	1,420,672
Barbadoes,.....	4,265	2	148	568,760
Trinidad Island,.....	901	..	8	103,954
Demerara,.....	22	..	..	3,006
St. Domingo,.....	..	..	..	..
Antigua,.....	20	..	..	2,406
Anguilla, &c.,.....	34	..	..	3,972
Nevis,.....	..	..	..	..
Other foreign ports,.....	128	..	..	15,440
Total receipts of foreign, direct,.....	68,287	5,471	15,633	9,237,457
Received from Louisiana,.....	30	97	45,683	1,836,970
“ “ other coastwise ports,.....	7,532	633	14,549	1,480,620
Total receipts,.....	75,849	6,201	75,865	12,555,047
Add stock January 1, 1859,.....	4,314	..	2,641	621,863
Total supply,.....	80,163	6,201	78,506	13,176,910
Deduct exports and shipments inland to Canada,.....	4,242	176	2,974	633,950
Deduct stock January 1, 1860,.....	75,921	6,025	75,532	12,542,960
Taken from this port for consumption,.....	4,028	..	1,213	532,670
	71,893	6,025	74,319	12,010,290
Consumption, as above,.....galls.	12,010,290	Of which foreign, imported		
		direct,.....galls.		8,653,187
Total consumption of 1858,.....	11,233,685	Of which foreign, imported		
		direct,.....galls.		7,461,515
Increase in 1859,.....galls.	770,605	Increase in consumption		
		of foreign,.....galls.		1,191,672

The statistics presented above show that the total receipts of foreign molasses into the United States for the year ending Dec. 31, 1860, were 31,126,015 gallons, against total receipts in 1859 of 23,960,175 gallons; and the consumption of foreign descriptions was 28,724,205 gallons, against a consumption in 1859 of 28,293,210 gallons; while the total consumption of foreign and domestic in 1860 was 47,318,877 gallons, against a total consumption in 1859 of 54,260,970 gallons, showing an increase in the consumption of foreign of 430,995 gallons, or over 1½ per cent., but a decrease in the consumption of all kinds of 6,942,093 gallons, or nearly 13 per cent.

The receipts and consumption of foreign in 1860 were much larger than before in several years, owing to the crop of domestic of 1859–60 being considerably below an average yield. The crop of Louisiana, &c., now coming forward, it is estimated will not be any larger than the previous season, and very probably will be considerably less. Of the receipts into the country the past year, about 60,000 hhds. have been taken by sugar refiners, 50,000 by distillers, and the remainder has been distributed among the trade, exporters, &c.

## GENERAL STATEMENT—1860.

RECEIPTS OF FOREIGN IN THE UNITED STATES, FROM 1ST JANUARY TO 31ST DECEMBER.

Year 1860. RECEIVED AT	Hhds.	Tcs.	Bbls.	Total Gallons.
New-York,.....	62,825	5,284	17,464	8,585,806
Boston—from Cuba,.....	38,784	4,494	3,409	4,988,855
“ “ Porto Rico,.....	1,038	115	56	137,141
“ “ Surinam,.....	3,053	135	115	364,420
“ “ other foreign ports,.....	698	..	59	86,140
Portland—from Cuba, &c.,.....	43,007	4,506	6,539	5,736,940
New-Haven—from Porto Rico, &c.,.....	10,093	209	170	1,205,816
Gloucester and Providence—from Cuba, &c., Newburyport and Salem—from Surinam, &c.,.....	2,812	226	166	358,606
Bristol, Warren and other eastern ports— from Cuba, &c.,.....	477	2	12	55,614
Philadelphia—from Cuba,.....	3,576	166	236	498,905
“ “ Porto Rico,.....	22,659	2,368	4,058	3,066,240
“ “ English Island, &c.,....	1,677	33	175	213,806
Baltimore—from Cuba,.....	195	..	11	25,240
“ “ Porto Rico,.....	5,110	725	7,690	932,228
“ “ English Island, &c.,.....	1,404	5	3	171,620
New-Orleans—from Cuba, Porto Rico, &c.,... Savannah, Charleston and other southern ports—from Cuba, &c.,.....	2,640	83	169	354,120
	16,689	1,930	2,711	2,233,140
	15,155	1,446	4,789	2,111,380
Total receipts,.....	231,892	21,727	47,832	31,126,015
Add stock at all the ports, January 1, 1860,..	9,311	230	375	1,126,200
Total supply,.....	241,203	21,957	48,207	32,252,215
Deduct exports and shipments inland to Canada, from all the ports, in 1860,.....	8,749	1,261	3,241	1,263,890
Deduct stock at all the ports, Jan. 1, 1861,...	232,454	20,696	44,966	30,988,325
	18,420	224	1,150	2,264,120
Total consumption of foreign,.....	214,034	20,472	43,816	28,724,205
Total consumption of foreign, as above,.....galls.				28,724,205
Add crop of Louisiana, Texas, Florida, &c., of 1859-60, the most of which was distributed in 1860, and assuming the stock of this description 1st of January of each year to be equal,.....				18,594,672
Would make the total consumption in 1860,.....galls.				47,318,877
Total consumption in 1859,.....				54,260,970
Decrease in 1860,.....galls.				6,942,093

GENERAL STATEMENT—1859.

Year 1859. RECEIVED AT	Hhds.	Tcs.	Bbbs.	Total Gallons.
New-York,.....	68,287	5,471	15,633	9,237,457
Boston—from Cuba,.....	39,042	4,269	4,822	5,150,715
“ “ Porto Rico,.....	1,088	77	77	141,318
“ “ Surinam,.....	2,120	87	89	252,840
“ “ other foreign ports,.....	1,906	28	276	240,180
Portland—from Cuba, &c.,.....	46,753	4,835	1,919	6,006,320
New-Haven—from Porto Rico, &c.,.....	10,942	216	636	1,179,603
Gloucester and Providence—from Cuba, &c., Newburyport and Salem—from Surinam, &c.,.....	3,172	259	154	401,850
Bristol, Warren and other eastern ports— from Cuba, &c.,.....	534	42	17	65,820
Philadelphia—from Cuba,.....	3,924	320	573	503,025
“ “ Porto Rico,.....	12,135	1,361	3,073	1,689,120
“ “ English Island, &c.,....	572	40	..	72,420
Baltimore—from Cuba,.....	224	..	4	29,100
“ “ Porto Rico,.....	6,917	1,341	1,492	965,070
“ “ English Island, &c.,.....	781	32	136	100,862
New-Orleans—from Cuba,.....	847	12	77	112,825
Savannah, Charleston and other southern ports—from Cuba, &c.,.....	2,819	608	1,767	441,520
Total receipts,.....	17,911	1,286	4,056	2,379,120
Add stock at all the ports, January 1, 1859,..	219,974	20,274	35,701	28,969,175
Total supply,.....	16,013	336	1,074	1,830,305
Deduct exports and shipments inland to Canada, from all the ports, in 1859,.....	235,987	20,660	36,775	30,799,480
Deduct stock at all the ports, Jan. 1, 1860,...	9,251	1,581	4,778	1,380,070
Total consumption of foreign,.....	226,736	19,079	31,997	29,419,410
Consumption of foreign, as above,.....galls.	9,311	230	375	1,126,200
Add crop of Louisiana, Texas, Florida, &c., of 1858-59, the most of which was distributed in 1859, and assuming the stock of this description 1st January of each year to be equal,.....	217,425	18,849	31,622	28,293,210
Would make the total consumption in 1859,.....galls.				54,260,970
Total consumption in 1858,.....				45,169,164
Increase in 1859,.....galls.				9,091,806

TOTAL CONSUMPTION IN THE UNITED STATES IN

Gallons.	of which, foreign,.....	Gallons.
1860,.....	47,318,877	28,724,205
1859,.....	54,260,970	28,293,210
1858,.....	45,169,164	24,795,374
1857,.....	28,508,784	23,266,404
1856,.....	29,608,878	23,014,878
1855,.....	47,266,085	23,533,423
1854,.....	56,493,019	24,437,019
1853,.....	55,536,821	28,576,821
1852,.....	48,257,511	29,417,511
1851,.....	43,943,018	33,238,278
1850,.....	37,019,249	24,806,949

## ANNUAL REVIEW OF THE NEW-YORK MARKET.

The receipts of foreign and domestic molasses into this port, as well as the consumption for 1860, were not as large as for some previous years, but the importers of foreign have no reason to be dissatisfied with the results of the business, as nearly all of these descriptions have sold more largely and at better rates than before in several years. The average price of New-Orleans for the year, as compared with 1859, is  $12\frac{1}{2}$  per cent. higher; Porto Rico,  $12\frac{5}{8}$  per cent. higher; Cuba Muscovado, nearly 3 per cent. higher, and Clayed Cuba,  $2\frac{2}{3}$  per cent. lower.

The quantity of foreign received direct at this port, and withdrawn for consumption the past year, was 9,258,890 gallons, against a consumption of foreign in 1859 of 8,653,187 gallons, being an increase of 7 per cent.; while the total consumption of foreign and domestic in 1860 was 10,836,519 gallons, against a total in 1859 of 12,010,290 gallons, being a decrease in the consumption of all kinds of over  $9\frac{3}{4}$  per cent.

The year opened with a quiet but firm market; as it progressed, however, dullness became the prominent feature, and New-Orleans soon receded to 52 cents per gallon, being a decline of 1 cent. As January advanced, and the season drew near for the receipt of new crop West India, a further decline of 2 cents on New-Orleans was submitted to; on the 10th, the first arrival of new crop Cuba Muscovado occurred, and sold at 32 cents; also, in the same vessel, the first Clayed arrived, which brought 25 cents, against opening price of Muscovado the year before, 23 cents, (arrived on the 29th,) and of Clayed, 25 cents. Towards the close New-Orleans, with increased receipts, became very dull, and prices further receded 3 @ 4 cents; the supply of new West India was as yet small. On the 25th, the first invoice new crop Nuevitas syrup was laid down here and sold at 35 cents, the month ending without animation.

The demand in the early part of February was quite light, but holders did not press their stocks, and prices underwent no further change. Towards the latter part of the month, new crop West India began to come forward freely, and the tendency of values was to a lower range.

March commenced with a steady and very firm feeling for prime grades West India, the bulk of the receipts up to this time having been of the lower qualities. The first invoice new Porto Rico was received about this time, and sold at 40 @ 41 cents, quality good, against 35 year before, and 33 in 1858. Towards the close of the month there set in an active demand from the trade, refiners, and from the neighboring markets, which absorbed the most of the stock, the month closing with a meagre supply, and prices in sellers' favor.

The advancing tendency noticed during the latter part of March continued through April. For Muscovado 2 @ 3 cents higher prices were realized, and on Porto Rico 1 @ 2, without checking the business, which was on a liberal scale, prime grades being still very scarce, and much wanted by our own and dealers from other markets.

Throughout May there continued a steady fair demand for the better grades, at very full prices, but the lower qualities were, for the most part, dull and neglected; stocks, however, did not accumulate to any extent.

For the first half of the month of June a moderate business was transacted at supported prices, but towards the latter part the supplies became



larger, the demand fell off, and a feeling of depression ensued, though no decline was submitted to, holders, generally, not pressing their stocks.

The market in July was generally very dull; holders were more disposed to sell, and, upon making concessions, a moderate business was transacted. The wants of buyers, however, were soon satisfied, and at the close there was a heavy feeling, with prices still in buyers' favor.

August opened with an improved demand, and more steadiness was observable; but the business soon fell off, and as the receipts were in excess of the sales, prices for all but prime grades became weak. Towards the close, however, the rise which occurred at this time in grain, brought in distillers more freely, and prices again stiffened.

Distillers and refiners operated pretty freely in September, and the qualities suitable for their purposes remained very firm, but no change in prices occurred, the demand being met by holders. Towards the latter part of the month, prime grades also were in better request, and the market generally assumed a firm aspect.

The market throughout October remained quite steady and uniform. Grocery styles sold most freely, but a fair business in all grades was transacted at full prices. The first arrival of new crop New-Orleans occurred on the 30th, and sold at 52 cents, quality not prime, against first receipts in 1859 on the 13th November, which brought 52; 1858, 45, and 1857, 60 cents.

November opened with a very quiet market; the low grades were neglected, and prime qualities only purchased in small lots. As the month advanced, the market became very seriously affected by the political panic, and prices rapidly fell off. But little business was done, except for cash, and values were constantly in buyers' favor, the decline on New-Orleans being about 10 @ 12 cents per gallon, foreign descriptions generally sympathizing and receding. At the close, the low prices brought exporters, and some considerable sales of Muscovado were made for export at 21 @ 23 cents.

The unsettled state of feeling noted in November continued for the first half of the month of December, and, with free receipts of New-Orleans, prices still declined, a further concession of 2 @ 3 cents being made, the bulk of the business, however, being done through the auction rooms. The frequent large public sales soon made considerable inroads upon the stock, and, with a somewhat improved state of financial affairs, the turn of the market was in sellers' favor. Towards the close of the month exporters again purchased pretty freely of Cuba for shipment, and though foreign was still dull, yet there was less depression than before, the year closing with an improved and more hopeful feeling.

We annex the following table, showing the range of prices of the leading descriptions at this port the past four years:

## THE RANGE OF PRICES AT NEW-YORK THE PAST FOUR YEARS.

MONTHS.	1860.			
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.
January,.....	50 @ 53	30 @ 40	26 @ 33	22 @ 25
February,.....	44 @ 50	30 @ 40	24 @ 32	24 @ 26
March,.....	43 @ 50	30 @ 41	25 @ 32	24 @ 26
April,.....	43 @ 50	35 @ 41	26 @ 34	23 @ 28
May,.....	45 @ 50	35 @ 41	26 @ 36	21 @ 28
June,.....	46 @ 50	34 @ 40	25 @ 35	22 @ 26
July,.....	45 @ 49	30 @ 38	24 @ 33	21 @ 24
August,.....	45 @ 50	32 @ 40	24 @ 32	20 @ 24
September,.....	45 @ 49	32 @ 40	24 @ 32	20 @ 23
October,.....	45 @ 50	32 @ 40	25 @ 33	21 @ 23
November,.....	40 @ 53	30 @ 39	21 @ 30	17 @ 23
December,.....	30 @ 40	25 @ 36	17 @ 24	15 @ 19
Average for the year,	46½ c.	35 8-10 c.	28 c.	22½ c.

MONTHS.	1859.			
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.
January,.....	37 @ 42	23 @ 33	21 @ 28	19 @ 26
February,.....	39 @ 42	24 @ 34	22 @ 32	25 @ 27
March,.....	38 @ 40	30 @ 38	25 @ 32	23 @ 26
April,.....	38 @ 40	30 @ 37	25 @ 32½	23 @ 25½
May,.....	38 @ 45	30 @ 42	25 @ 35	24 @ 30
June,.....	36 @ 45	27 @ 37	25 @ 34	21 @ 26
July,.....	38 @ 44	27 @ 36	23 @ 30	21 @ 24
August,.....	38 @ 43	25 @ 35	21 @ 30	18½ @ 22
September,.....	38 @ 42	25 @ 35	21 @ 30	18 @ 23
October,.....	37 @ 45	25 @ 36	22 @ 30	20 @ 24
November,.....	38 @ 52	27 @ 38	24 @ 30	21 @ 25
December,.....	50 @ 53	30 @ 39	25 @ 31	22 @ 25
Average for the year,	41½ c.	31½ c.	27¼ c.	23¼ c.

MONTHS.	1858.			
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.
January,.....	26 @ 35	25 @ 30	21 @ 25	18 @ 20
February,.....	25 @ 30	24 @ 28	19 @ 23	18 @ 21
March,.....	28 @ 33	28 @ 33	22 @ 28	21 @ 23
April,.....	33 @ 36½	30 @ 35	23 @ 31	21 @ 23½
May,.....	35½ @ 37	26 @ 33½	23 @ 32	22 @ 23
June,.....	35½ @ 37	26 @ 33	22 @ 30	22 @ 23
July,.....	38 @ 40	26 @ 34	25 @ 32	22 @ 23
August,.....	45 @ 50	35 @ 43	30 @ 35	28 @ 30
September,.....	50 @ 52	31 @ 41	29 @ 35	26 @ 28
October,.....	37½ @ 48	27 @ 38	24 @ 32	22 @ 27
November,.....	— @ 45	25 @ 33	22 @ 28	20 @ 22
December,.....	35 @ 40	25 @ 34	20 @ 27	17 @ 22
Average for the year,	38½ c.	31 c.	26¼ c.	22¼ c.

MONTHS.	1857.			
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.
January,.....	— @ 80	57 @ 62½	44 @ 52	38 @ 40
February,.....	75 @ 76	65 @ 70	48 @ 60	50 @ 55
March,.....	75 @ 76	57 @ 63	45 @ 58	40 @ 46
April,.....	74 @ 76	55 @ 68	48 @ 63	44 @ 52
May,.....	75 @ 77	60 @ 70	54 @ 63	50 @ 52
June,.....	70 @ 75	60 @ 67½	50 @ 60	49 @ 52
July,.....	70 @ 75	55 @ 67	50 @ 60	46 @ 52
August,.....	65 @ 70	46 @ 62½	45 @ 50	37 @ 44
September,.....	45 @ 55	35 @ 53	29 @ 45	30 @ 35
October,.....	40 @ 55	22 @ 45	22½ @ 35	18 @ 30
November,.....	35 @ 45	23 @ 35	20 @ 27½	19 @ 22
December,.....	33 @ 37½	22 @ 30	19 @ 25	17 @ 20
Average for the year,	64 c.	52 c.	44¾ c.	39 c.

Of the New-Orleans sugar crop for 1860, the New-Orleans *Price Current* says: We have compiled from our records the annexed statement of the sugar product of Louisiana for the past twenty-six years, showing the amount of each year's crop in hogsheads and pounds, with the gross average value per hoghead and total.

YEAR.	TOTAL CROP.		Average price per hhd.	Total value.
	Hhds.	Pounds.		
1834,.....	100,000	100,000,000	\$ 60 00	\$ 6,000,000
1835,.....	30,000	30,000,000	90 00	2,700,000
1836,.....	70,000	70,000,000	60 00	4,200,000
1837,.....	65,000	65,000,000	62 50	5,062,500
1838,.....	70,000	70,000,000	62 50	4,375,000
1839,.....	115,000	115,000,000	50 00	5,750,000
1840,.....	87,000	87,000,000	55 00	4,785,000
1841,.....	90,000	90,000,000	40 00	3,600,000
1842,.....	140,000	140,000,000	42 50	4,750,000
1843,.....	100,000	100,000,000	60 00	6,000,000
1844,.....	200,000	200,000,000	45 00	9,000,000
1845,.....	186,650	186,650,000	55 00	10,265,750
1846,.....	140,000	140,000,000	70 00	9,800,000
1847,.....	240,000	240,000,000	40 00	9,600,000
1848,.....	220,000	220,000,000	40 00	8,800,000
1849,.....	247,923	269,769,000	50 00	12,396,150
1850,.....	211,303	231,194,000	60 00	12,678,180
1851,.....	236,547	257,138,000	50 00	11,827,350
1852,.....	321,931	368,129,000	48 00	15,452,688
1853,.....	449,324	495,156,000	35 00	15,726,340
1854,.....	346,635	385,726,000	52 00	18,025,020
1855,.....	231,427	254,569,000	70 00	16,199,890
1856,.....	73,976	81,373,000	110 00	8,137,360
1857,.....	279,697	307,666,700	64 00	17,900,608
1858,.....	362,296	414,796,000	69 00	24,998,424
1859,.....	221,840	255,115,750	82 00	18,190,880
Total,.....	4,836,549	5,174,282,450	....	\$ 266,321,140

## COMMERCE OF NEW-YORK.

FISCAL YEAR 1859-60.

*Imports at the several ports of entry of the State of New-York, during the fiscal year 1859-60, compared with the totals of the preceding year ending 30th June, 1859.*

Districts.	Free of duty.	Year ending 30th June, 1860.		June 30, 1859.
		Paying duty.	Total value.	
Sackett's Harbor,....	\$ 7,768	\$ 171	\$ 7,939	\$ 9,910
Genesee,.....	717,441	2,010	719,451	353,795
Oswego,.....	4,866,762	10,227	4,876,989	3,637,709
Niagara,.....	2,148,931	23,684	2,172,615	1,019,944
Buffalo,.....	2,627,085	50,654	2,677,739	1,669,845
Oswegatchie,.....	959,768	14,385	974,153	1,017,281
New-York,.....	30,337,251	203,355,690	233,692,941	218,231,093
Champlain,.....	2,502,641	36,341	2,538,982	2,360,984
Cape Vincent,.....	824,968	4,100	829,068	880,788
Total State N. York,.	\$ 44,992,615	\$ 203,497,262	\$ 248,489,877	\$ 229,181,349
Other ports,.....	37,298,999	76,377,378	113,676,377	109,586,781
Total United States,.	\$ 82,291,614	\$ 279,874,640	\$ 362,166,254	\$ 338,768,130

*Statement of goods, wares and merchandise of the growth, produce and manufacture of the United States, exported from the several ports of entry of the State of New-York, during the fiscal year 1859-60, compared with the totals of the preceding year ending 30th June, 1859.*

Districts.	Articles manufactured.	Other articles raw.	Total year 1859-60.	Total year 1858 59.
Sackett's Harbor,....	\$ 1,250	\$ 220	\$ 2,886	\$ 3,106
Genesee,.....	8,459	32,124	236,710	166,156
Oswego,.....	179,052	18,264	1,488,226	1,732,582
Niagara,.....	139,250	70,245	1,686,755	1,734,405
Buffalo,.....	2,195	3,182	616,100	773,312
Oswegatchie,.....	10,404	....	223,705	356,251
New-York,.....	444,974	640,806	120,630,955	97,461,576
Champlain,.....	80,694	30,897	997,296	2,150,431
Cape Vincent,.....	41,200	7,315	178,334	348,727
Total State N. York,.	\$ 907,478	\$ 802,553	\$ 126,060,967	\$ 104,726,546
Other ports,.....	1,489,967	552,838	247,128,307	231,167,839
Total United States,.	\$ 2,397,445	\$ 1,355,391	\$ 373,189,274	\$ 335,894,385
Foreign exports,.....	....	....	26,933,022	20,895,077
Totals,.....	....	....	\$ 400,122,296	\$ 356,789,462

## FOREIGN EXPORTS OF NEW-YORK.

*Foreign Exports from the Port of New-York, compared with the aggregate of all other Ports, during the fiscal year ending June 30, 1860, with total Exports of the United States for the year 1858-9.*

ARTICLES.	Year 1859-60.			Year 1858-9.
	Port of New-York.	Other Ports.	Total U. S. 1859-60.	
Adamantine and other candles, lbs. 1,815,349	\$ 273,767	\$ 434,932	\$ 708,699	\$ 671,750
Apples,.....bbls. 12,645	53,751	152,304	206,055	99,803
Artificial flowers,.....	104	103	207	212
Ashes, pot and pearl, cwt. 97,204	537,702	285,118	822,820	643,861
Beef,.....tes. 67,389 }	1,898,643	775,681	2,674,324	2,188,056
".....bbls. 37,027 }				
Beer, ale, porter and cider:				
In casks,.....galls. 126,815	23,984	7,387	31,371	55,675
In bottles,.....doz. 8,666	14,028	8,174	22,202	22,551
Biscuit, or ship bread, bbls. 57,624 }	240,165	238,575	478,740	512,910
" kegs and boxes, 24,591 }				
Billiard tables and apparatus,...	5,367	10,612	15,979	12,094
Boards, plank and scantling, M. feet, 26,193	592,834	2,185,085	2,777,919	3,317,298
Books and maps,.....	154,870	123,398	278,268	319,080
Bricks, lime and cement,.....	60,482	93,563	154,045	160,611
Brooms and brushes of all kinds,	40,702	20,675	61,377	44,638
Butter,.....lbs. 4,725,146	706,413	437,908	1,144,321	750,911
Buttons,.....	1,602	997	2,599	8,399
Cable and cordage, cwt. 15,242	139,125	107,447	246,572	320,435
Carriages, R. R. cars, and parts thereof,.....	440,507	376,466	816,973	655,600
Cheese,.....lbs. 14,410,717	1,443,454	122,176	1,565,630	649,302
Chocolate,..... 4,654	845	1,748	2,593	2,444
Clover seed,.....bush. 70,416	344,415	252,504	596,919	536,781
Coal,.....tons, 59,518	245,144	495,639	740,783	653,536
Combs,.....	18,092	2,654	20,746	37,608
Copper and brass, manufac. of,...	1,425,062	239,060	1,664,122	1,048,246
Cotton, bales,....No. 226,336 }	12,439,983	179,366,572	191,806,555	161,434,923
" Sea Island, lbs. 5,594,093 }				
" other,..... 97,746,662 }				
Drugs and medicines,.....	892,809	222,646	1,115,455	796,008
Earthen and stoneware,.....	40,142	24,944	65,086	47,261
Flax seed,.....bush. 2,652	3,695	115	3,810	8,177
Fire engines,.....	2,638	7,310	9,948	3,213
Fish, dried or smoked, cwt. 61,257	198,472	491,616	690,088	642,901
" pickled,.....bbls. 14,196	85,205	106,429	191,634	203,760
Ginseng,.....lbs. 395,659	295,646	120	295,766	54,204
Gold and silver coin,.....	22,749,036	3,284,642	26,033,678	24,172,442
Gold and silver bullion,.....	27,589,901	3,323,272	30,913,173	33,329,863
Gunpowder,.....lbs. 1,351,223	196,585	271,187	467,772	371,603
Hams and bacon, 16,161,749	1,558,946	714,822	2,273,768	1,263,042
Hats, of fur or silk,.....	4,449	114,321	118,770	145,226
" of palm leaf,.....	67,588	25,244	92,832	71,478
Hemp,.....tons, 7	993	8,538	9,531	9,279



ARTICLES.	Port of New-York.	Other Ports.	Total U. S. 1859-60.	Year 1858-9.
Hewn timber,.....	....	\$ 231,668	\$ 231,668	\$ 367,609
Other lumber,.....	\$ 260,797	444,322	705,119	1,001,216
Hides,.....	240,354	775,906	1,016,260	520,539
Hogs,.....No. 115	759	376,845	377,604	550,875
Horned cattle,.....	1,532	957,957	1,052,426	1,345,058
Horses,.....	907	110,161	123,207	290,250
Hops,.....lbs. 145,298	17,347	15,519	32,866	53,016
Household furniture,.....	527,491	551,623	1,079,114	1,067,197
Ice,.....tons, 3,568	9,918	173,216	183,134	164,581
India rubber, manufactures of:				
Shoes,.....pairs, 98,964	51,005	7,821	58,826	52,006
Other than shoes,.....	119,583	62,432	182,015	146,821
Indian corn,....bush. 1,580,019	1,182,381	1,217,427	2,399,808	1,323,103
Indian meal,.....bbls. 86,073	346,430	565,645	912,075	994,269
Iron and manufactures of iron:				
Bar,.....	....	38,257	38,257	48,226
Casting,.....	....	282,848	282,848	128,659
Nails,.....lbs. 2,487,930	88,577	100,177	188,754	188,223
Pig,.....cwt. 3,000	3,493	15,650	19,143	21,213
Manufactures of,.....	3,151,153	2,022,887	5,174,040	5,117,346
Jewelry, real or imitation of,...	18,020	6,639	24,659	58,358
Other manufactures of gold or silver,.....	139,207	980	140,187	35,947
Lard,.....lbs. 18,542,131	2,075,348	2,470,483	4,545,831	3,268,406
Lard oil,.....galls. 28,585	26,428	29,355	55,783	50,793
Lead,.....lbs. 154,579	8,695	41,751	50,446	28,575
Leather,.....	2,221,090	204,738	674,309	499,718
Leather, manufactures of:				
Boots and shoes, pairs, 239,151	241,291	541,234	782,525	820,175
Linseed oil,.....galls. 18,527	12,278	14,521	26,799	34,194
Manufactured tobacco, lbs. 10,327,364	1,793,159	1,578,915	3,372,074	3,334,401
Manufactures of cotton, printed,	396,483	2,959,966	3,356,449	2,320,890
White and other duck,.....	88,978	1,314,528	1,403,506	1,302,381
Duck,.....	286,479	145,610	382,089	215,855
Other manufactures of,.....	5,240,556	552,196	5,792,752	4,477,096
Manufactures of glass,.....	97,114	180,834	277,948	252,316
Manufactures of hemp, bags,...	....	4,733	4,733	5,439
" " cloth,...	....	813	813	905
" " thread,...	430	....	430	444
Other manufactures of,.....	14,539	7,299	21,838	12,090
Manufactures of marble and stone,.....	39,911	136,328	176,239	112,214
Manufactures of pewter and lead,	35,197	10,884	46,081	28,782
Manufactures of tin,.....	14,253	24,811	39,064	39,289
Manufactures of wood,.....	794,868	1,908,227	2,703,095	2,339,861
Molasses,.....galls. 4,238	1,480	33,812	35,292	75,699
Morocco and leather not sold per pound,.....	13,897	5,114	19,011	41,465
Mules,.....No. 1,145	122,675	35,405	158,080	258,336
Musical instruments,.....	15,888	113,765	129,653	155,101
Oak bark and other dyewoods,...	65,435	98,825	164,260	412,701
Oil cake,.....	1,164,841	444,487	1,609,328	1,198,581
Oil, spermaceti, galls. 1,328,368	1,781,071	8,018	1,789,089	1,737,734
" whale and other fish, galls. 548,253	274,444	263,103	537,547	598,762
Whalebone, lbs. 1,068,888	896,236	57	896,293	1,233,539
Onions,.....	49,964	59,897	109,861	100,669
Paints and varnish,.....	145,562	78,247	223,809	185,068

ARTICLES.	Port of New-York.	Other Ports.	Total U. S. 1859-60.	Year 1858-9.
Paper and other stationery,...	\$ 152,915	\$ 132,883	\$ 285,798	\$ 299,857
Pork,.....tierces, 1,519 }	1,694,678	1,437,635	3,132,313	3,355,746
“.....bbls. 107,815 }				
Potatoes,.....bush. 189,921	138,563	146,110	284,673	284,111
Printing presses and type,....	138,740	18,384	157,124	68,863
Quicksilver,.....	....	258,682	258,682	....
Rice,.....tierces, 23,723 }	1,009,409	1,557,990	2,567,399	2,207,148
“.....bbls. 33,853 }				
Rosin and turpentine, bbls. 555,360	1,344,183	474,055	1,818,238	2,248,381
Rye meal,..... 5,010	21,185	26,987	48,172	60,786
Rye, oats and other small grain and pulse,.....	484,597	573,707	1,058,304	1,181,170
Saddlery,.....	50,667	20,665	71,332	58,870
Salt,.....bush. 47,671	9,331	120,386	129,717	212,710
Sheep,.....	12,874	20,739	33,613	41,182
Shingles,.....M. 2,858	38,970	130,576	169,546	191,531
Skins and furs,.....	1,394,922	138,286	1,533,208	1,361,352
Snauff,.....lbs. 20,837	3,436	7,918	11,354	68,090
Soap,..... 2,763,621	230,650	263,755	494,405	466,215
Spermaceti candles, 134,899	44,641	7,188	51,829	46,278
Spirits from grain, galls. 296,944	127,576	184,019	311,595	273,576
Spirits from molasses, 973,282	321,302	609,342	930,644	760,889
Spirits from other material, galls. 300,435	145,481	73,718	219,199	188,746
Spirits of turpentine, 2,800,553	1,330,479	585,810	1,916,289	1,306,035
Staves and heading, ..M. 33,877	1,327,186	1,038,330	2,365,516	2,410,334
Sugar, brown,.....	....	103,244	103,244	196,935
“ refined,....lbs. 102,877	10,337	291,337	301,674	377,944
Tallow,..... 8,634,418	904,647	693,529	1,598,176	712,551
Tar and pitch,....bbls. 29,739	75,864	75,540	151,404	141,058
Tobacco, leaf,....hhds. 11,955 }	1,882,255	14,024,292	15,906,547	21,074,038
“ “ ..cases, 12,185 }				
“ “ ...bales, 11,771 }				
Trunks and valises,.....	39,720	10,464	50,184	42,153
Umbrellas, parasols and sun- shades,.....	2,810	2,052	4,862	4,837
Vinegar,.....galls. 119,335	14,286	27,082	41,368	35,156
Wax,.....lbs. 328,108	120,506	11,297	131,803	94,850
Wearing apparel,.....	215,606	309,569	525,175	470,613
Wheat,.....bush. 1,880,908	2,336,190	1,740,514	4,076,704	2,849,192
Wheat flour,....bbls. 1,187,200	6,639,996	8,808,511	15,448,507	14,433,591
Wool,.....lbs. 79,408½	18,311	371,201	389,512	355,563
Total, 1860,.....	120,630,955	252,558,319	373,189,274	335,894,385
“ 1859,.....	97,461,576	238,432,809	335,894,385	
“ 1858,.....	83,403,564	210,354,715	293,758,279	
“ 1857,.....	111,029,083	227,955,982	338,985,065	
“ 1856,.....	98,763,197	211,823,133	310,586,330	

# Imports and Exports of each State, 1856-7, 1857-8, 1858-9, 1859-60.

The following table will illustrate fully the comparative foreign import and export trade of the State of New-York compared with the other States of the Union, for each year from July 1, 1856, to June 30, 1860.

STATES.	1856-1857.		1857-1858.		1858-1859.		1859-1860.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
New-York,.....	\$ 236,493,485	\$ 134,803,298	\$ 178,475,736	\$ 108,340,924	\$ 229,181,349	\$ 117,539,825	\$ 248,489,877	\$ 145,555,449
Maine,.....	2,664,332	3,716,586	1,858,392	2,862,059	2,157,086	3,240,839	1,716,075	3,669,555
New-Hampshire,.....	17,556	1,834	17,961	1,800	23,227	9,793	18,055	3,325
Vermont,.....	2,709,193	648,470	2,196,088	965,665	1,802,668	1,136,565	2,731,857	783,702
Massachusetts,.....	47,265,341	30,146,012	42,312,420	22,462,377	43,184,500	18,158,818	41,187,539	17,003,277
Rhode Island,.....	515,492	552,351	487,816	421,346	1,819,068	310,813	495,932	220,896
Connecticut,.....	1,116,801	1,095,403	955,105	1,330,241	491,067	1,144,311	1,419,726	743,181
New-Jersey,.....	3,867	12,184	6,618	14,021	5,046	21,938	5,423	39,343
Pennsylvania,.....	17,855,249	7,184,432	12,892,215	6,036,411	14,520,331	5,375,226	14,634,279	5,628,327
Delaware,.....	2,895	117,276	2,821	106,571	529	49,511	2,001	87,426
Maryland,.....	10,581,208	13,706,335	8,930,157	10,442,616	9,713,921	9,236,399	9,784,773	9,001,600
District of Columbia,.....	116,333	22,735	26,520	16,710	.....	.....	8,278	4,413
Virginia,.....	1,530,154	7,249,709	1,079,056	7,276,800	1,116,193	6,722,162	1,326,249	5,858,024
North Carolina,.....	231,494	414,206	174,272	541,216	168,645	435,409	365,931	760,094
South Carolina,.....	2,019,786	16,140,403	2,071,519	16,924,436	1,438,535	17,972,580	1,569,570	21,205,337
Georgia,.....	779,909	10,857,634	411,650	9,597,559	624,645	15,562,154	782,061	18,483,038
Alabama,.....	709,090	20,576,229	606,942	21,022,149	788,164	28,933,662	1,050,810	38,670,183
California,.....	9,137,414	14,435,901	8,989,733	15,039,247	11,163,558	15,919,188	9,580,868	10,296,002
Florida,.....	321,099	3,268,552	164,950	1,887,552	286,971	3,192,362	236,931	1,330,230
Illinois,.....	326,825	1,585,404	222,980	1,713,077	93,588	1,269,385	60,214	1,165,183
Louisiana,.....	24,891,967	91,894,862	19,586,033	88,875,995	18,349,516	101,666,538	22,922,773	108,417,793
Michigan,.....	1,018,558	1,502,606	672,934	5,188,707	1,067,339	3,624,624	976,179	3,826,932
Minnesota,.....	.....	51,140	.....	.....	.....	.....	.....	.....
Oregon,.....	5,020	3,907	39,577	9,935	2,097	5,000	1,936	113,126
Ohio,.....	267,265	933,989	199,293	339,561	267,846	263,011	259,584	284,810
Texas,.....	300,774	1,491,375	113,091	2,428,465	468,162	3,855,909	2,436,408	6,783,934
Washington Territory,.....	3,717	25,805	12,717	265,701	5,133	444,352	.....	.....
Wisconsin,.....	5,817	522,044	106,004	543,280	28,946	699,088	3,425	187,111
Totals,.....	\$ 360,890,141	\$ 362,960,682	\$ 282,613,150	\$ 324,644,420	\$ 338,768,130	\$ 856,789,462	\$ 362,166,254	\$ 400,122,296

Imports and Exports.

## COFFEE TRADE OF THE UNITED STATES.

*Annual Statement, showing the Import, Export, Stock and Consumption, for the year ending December 31, 1860, (exclusive of California and Oregon.)*

*From the Shipping and Commercial List, and New-York Price Current.*

## NEW-YORK STATEMENT.

1860.						1859.					
RECEIVED AT NEW-YORK.	Bags.	Pockets, Mats, &c.	Casks.	Bbls.	Total lbs.	Bags.	Pockets, Mats, &c.	Casks.	Bbls.	Total lbs.	
From Brazil,.....	292,595	....	..	..	46,544,920	874,167	....	1	..	59,833,900	
St. Domingo,.....	77,494	....	..	..	10,063,115	82,654	....	..	..	10,745,120	
Java and Sumatra,.....	166	27,512	..	..	1,533,942	39	71,715	..	..	4,140,463	
Singapore,.....	678	4,258	..	..	332,925	90	11,225	..	..	561,001	
Manilla,.....	....	769	..	..	27,551	....	4,670	..	..	203,872	
Ceylon,.....	13,559	....	..	8	1,769,560	10,670	....	9	19	1,569,150	
Maracaibo,.....	44,500	....	..	..	5,753,126	57,132	....	..	..	7,427,100	
Laguayra and Por- to Cabello,.....	17,046	....	..	..	1,874,230	43,339	....	..	..	4,767,140	
Jamaica,.....	14,850	....	80	512	2,625,230	10,207	....	30	623	1,513,860	
Cuba,.....	16	....	4	16	8,780	249	....	..	9	47,310	
Porto Rico,.....	2,741	....	..	11	660,226	250	....	..	2	33,023	
Bolivar City,.....	....	....	..	..	....	175	....	..	..	19,110	
Santa Martha, &c.,.....	3,374	....	..	..	372,020	2,766	....	..	..	304,340	
Costa Rica and N. Grenada,.....	4,696	....	..	1	517,420	5,543	....	..	..	620,945	
Rotterdam,.....	2,863	....	..	..	386,710	721	....	25	..	109,920	
Amsterdam,.....	1,538	....	..	..	207,320	2,212	....	..	..	293,835	
Africa,.....	12	....	..	..	1,361	2	....	..	..	232	
Other foreign ports,.....	586	....	5	12	81,851	2,770	....	8	1	350,620	
Total foreign,...	476,714	32,539	89	860	72,790,877	592,986	87,610	73	654	92,845,946	
Received coastwise from—											
Eastern ports,.....	10,727	7,965	..	..	1,808,690	13,318	32,330	..	..	4,062,500	
Southern ports,....	12,951	....	..	..	1,553,060	40,757	....	9	52	4,905,340	
Total receipts,...	500,392	40,504	89	860	76,152,627	652,061	119,940	82	706	101,813,786	
Weight of receipts in 1860,.....lbs.						Weight in 1859,.....lbs.					
" " " in 1859,.....lbs.						" " " in 1858,.....lbs.					
Decrease,.....lbs.						Increase,.....lbs.					

	<i>Bags, &amp;c.</i>		<i>Bags, &amp;c.</i>
Total packages received in 1859, .	772,789	Total packages received in 1858, .	693,352
Add stock January 1, 1859, . . . .	67,592	Add stock January 1, 1858, . . . .	127,297
Total supply, . . . . .	840,381	Total supply, . . . . .	820,649
Deduct export in 1859, . . . . .	123,397	Deduct export in 1858, . . . . .	47,323
And stock Jan. 1, 1860, . . . . .	76,671	And stock Jan. 1, 1859, . . . . .	67,592
	200,068		114,915
Taken from this port for consumption in 1859, . . . . .	640,313	Taken from this port for consumption in 1858, . . . . .	705,734
Weighing, . . . . . lbs. 83,700,472		Weighing, . . . . . lbs. 98,156,662	
Consumption in 1858, . . . . .	98,156,662	Consumption in 1857, . . . . .	60,892,824
Decrease in 1859, . . . . . lbs. 14,456,190		Increase in 1858, . . . . . lbs. 37,263,833	

## GENERAL STATEMENT FOR YEARS 1858-9-'60.

RECEIVED FROM FOREIGN PORTS.	Total Packages.			Stock, Jan. 1.		Exported.	
	1860.	1859.	1858.	1861.	1860.	1860.	1859.
AT NEW-YORK, . . . . .	510,202	681,323	633,122	67,653	76,671	64,446	123,397
AT BOSTON, FROM—							
Java and ports in the							
East Indies, . . . . .	29,473						
St. Domingo, . . . . .	48,825						
Brazil, . . . . .	8,000						
Other foreign ports, . . . .	526						
	86,824	151,823	193,887	2,279	33,825	8,725	13,650
AT PHILADELPHIA :							
Brazil, . . . . .	60,029						
Laguayra and P. C., . . . .	36,021						
St. Domingo, . . . . .	4,873						
Maracaibo, . . . . .	1,607						
Other foreign ports, . . . .	285						
	102,815	196,405	169,807	1,300	7,500	107	212
AT BALTIMORE :							
Brazil, . . . . .	181,292						
Laguayra and P. C., . . . .	887						
Porto Rico, . . . . .	244						
Other foreign ports, . . . .	1,618						
	184,041	243,008	211,402	25,500	19,000	231	407
AT NEW-ORLEANS :							
Brazil, . . . . .	250,109						
Cuba, &c., . . . . .	4,022						
	254,131	376,977	346,858	57,352	69,500	126	222
AT OTHER PORTS, . . . . .	91,805	97,051	76,153	16,400	9,200	315	371
Total, . . . . .	1,259,818	1,746,587	1,631,229	170,484	215,696	73,953	138,289

Weight of receipts in, . . . . .	1860.	1859.	1858.
	185,779,689 lbs.	248,527,306 lbs.	227,656,186 lbs.
Exported, . . . . .	9,697,095	17,975,220	8,510,763
Retained in the country, . . . . .	176,082,594 lbs.	230,552,086 lbs.	219,145,423 lbs.

	<i>Bags, &amp;c.</i>	<i>Total lbs.</i>
Receipts in United States in 1860, . . . . .	1,259,818	185,779,689
Add stock January 1, 1860, . . . . .	215,096	26,155,800
Total supply, . . . . .	1,474,914	211,935,489
Deduct export in 1860, . . . . .	73,953	9,697,095
	1,400,961	202,238,394
Deduct stock January 1, 1861, . . . . .	170,484	24,707,771
Taken for consumption in 1860, . . . . .	1,230,477	177,530,623
Consumption in 1859, . . . . .	1,586,503	223,882,850
Decrease in 1860, . . . . .	356,026	46,352,227



	Packages.		Packages.
Receipts in United States in 1859,	1,746,587	Receipts in United States in 1858,	1,631,229
Add stock January 1, 1859,.....	193,901	Add stock January 1, 1858,.....	336,341
Total supply,.....	1,940,488	Total supply,.....	1,967,570
Deduct exports in 1859,.....	138,289	Deduct exports in 1858,.....	66,637
And stock Jan. 1, 1860,.....	215,696	And stock, Jan. 1, 1859,.....	193,901
	353,985		260,538
Taken for consumption in 1859,.....	1,586,503	Taken for consumption in 1858,.....	1,707,032
Weighing,.....lbs.	223,882,850	Weighing,.....lbs.	251,255,099
Consumption of 1858,.....	251,255,099	Consumption of 1857,.....	172,565,934
Decrease in 1859,.....lbs.	27,372,249	Increase in 1858,.....lbs.	78,689,165

## CONSUMPTION OF THE PORTS.

	1860.	1859.	1858.
Taken from New-York,..... lbs.	63,523,547	74,782,632	92,690,997
" " New-Orleans,.....	47,380,326	55,238,360	64,528,420
" " Baltimore,.....	28,257,480	35,967,870	41,390,800
" " Philadelphia,.....	15,431,985	30,464,718	27,694,252
" " Boston,.....	9,828,549	12,052,220	12,717,528
" " Other ports,.....	13,108,736	15,427,050	12,233,102
Total,..... lbs.	177,530,623	223,882,850	251,255,099
Total, 1859,.....	223,882,850		
Decrease,..... lbs.	46,352,227		

In the above statement of consumption we have included only the direct receipts at the ports, the *coastwise receipts* being embraced in the calculation at the port of original entry.

The preceding tables show that the total receipts of coffee in the United States (with the exception of the States on the Pacific) for the year ending December 31, 1860, were 1,259,818 packages, weighing 185,779,689 lbs., against receipts in 1859 of 1,746,587 packages, weighing 248,527,306 lbs., while the total consumption in 1860 was 1,230,477 packages, weighing 177,530,623 lbs., against a consumption in 1859 of 1,586,503 packages, weighing 223,882,850 lbs., being a decrease in the consumption of 1860, as compared with 1859, of 356,026 packages, or 46,352,227 lbs., a decline of over 20 per cent.

The decrease has been distributed among the ports as follows: New-York shows a falling off of 15 per cent.; Boston, 18.45 per cent.; Philadelphia, 49.34 per cent.; Baltimore, 21.44 per cent.; New-Orleans, 14.23 per cent.; and other ports, 15 per cent. In this calculation the coastwise receipts are not included, being already counted at the original port of entry.

The leading features evolved from an examination of these statistics are the comparatively small receipts throughout the year, meagre stocks at all the ports, (until toward the close, when the political troubles, and consequent monetary embarrassments, paralyzed trade, resulting in a rapid accumulation of the supply,) and high prices for the larger portion of the year.

The cultivation of the coffee plant is necessarily confined to a narrow tropical belt, beyond which its culture cannot be profitably pursued. Its production in the climates suitable for its growth seems to have been already stimulated to nearly if not its utmost extent. In Java and the

East Indies generally, the quantity gathered increases very slowly, if at all; indeed, in some parts of the East, we understand that the cultivation of the plant has, in many instances, been abandoned for that of the sugar cane, the latter being considered much the surest and most profitable crop. The crop of Brazil fluctuates largely, but for the past five years there has been rather a diminution than an increase. St. Domingo seems to be at a stand, and the only countries which increase their exports of this article, to any considerable extent, are Venezuela and the Island of Ceylon.

The consumption of the United States the past year, as we have seen, has been—say 79,250 tons—and that of Great Britain and the Continent is estimated at 195,000 @ 200,000 tons, making a total consumption in 1860 in Europe and the American States of about 275,000 tons. The consumption of this country has been increasing for ten years at the average annual rate of about 4 per cent., and that of Europe at over 3 per cent.

These figures are not barren of thought to the statistical student, evidencing, as they do, that the time must arrive, and that it cannot be far distant, when the consumption of the world must overtake its production. The question to be solved must be, to what altitude must prices attain in order to check the consumption and equalize the supply and demand? There are those whose opinion are entitled to weight, who advance the view that that point has been already touched, pointing to the fact that the importation at the principal ports of Europe, taken as a whole, the past year, have been insufficient for their consumptive wants, the year closing with a considerably reduced stock, and that after deducting the exports from the United States, a similar state of things is witnessed here; and to this cause may be attributed the continually advancing prices of the past few years, the effect of which is seen, as far as this country is concerned, in the serious decline in the deliveries for consumption, attended with a vigorous search for and increased sale of cheaper substitutes.

The annexed statement shows the receipts and consumption for the past eleven years:

	<i>Receipts.</i>	<i>Consumption.</i>		<i>Receipts.</i>	<i>Consumption.</i>
1860,..... lbs.	185,779,689	177,530,623	1854,..... lbs.	182,473,853	179,481,083
1859,.....	248,527,306	223,882,850	1853,.....	193,112,300	175,687,790
1858,.....	227,656,186	251,255,099	1852,.....	205,542,855	204,991,595
1857,.....	217,871,839	172,565,934	1851,.....	216,043,870	181,225,700
1856,.....	230,913,150	218,225,490	1850,.....	152,580,310	134,539,730
1855,.....	238,214,533	218,378,287			

Included in this statement is the quantity withdrawn from our markets, and forwarded inland to Canada and the British provinces; we are unable to ascertain the exact amount, but it does not vary greatly from 2,500,000 pounds.

#### ANNUAL REVIEW OF THE NEW-YORK MARKET.

The preceding tables set forth the extent of the commerce of this port, in this tropical production. A glance at the figures will show that the chief points of interest are, a decreased importation and a largely diminished consumption. The principal countries that have failed to

furnish the usual supply are Brazil and Java, besides some others of lesser note, beyond the Cape of Good Hope. The receipts at this port from all points, foreign and coastwise, for the year ending Dec. 31, 1860, were 541,845 pkgs., or 76,152,627 lbs.; against receipts in 1859 of 772,789 pkgs., or 101,813,786 lbs.; while the quantity taken for consumption in 1860 amounts to 66,885,297 lbs.; against a consumption in 1859 of 83,700,472 lbs., and in 1858 of 98,156,662 lbs.—showing a decline in the consumption of 1860, as compared with 1859, of over twenty per cent.

The year that we now review has been most note-worthy for a steady and large advance in the value of all descriptions, prices having reached a higher point for the leading kinds than has ever been recorded. The average price of Brazil for the year is nearly 18 per cent. higher than the average of 1859; St. Domingo,  $19\frac{1}{2}$  per cent. higher; Maracaibo and Laguayra, nearly  $16\frac{3}{4}$  higher; and Java, over  $9\frac{1}{2}$  per cent. higher. This unusual range of prices is, doubtless, mostly attributable to the short crop and consequent light supply of Brazil, which country furnishes us with much the larger portion of our consumption.

The year opened with the moderate stock of 76,661 pkgs., less than one-third of which was Rio, which imparted confidence to holders, and the market wore throughout the month of January a firm appearance. During the early part of it there prevailed quite an active demand for St. Domingo for export, and prices advanced over the closing rates of December, three-eighths of a cent per pound. The frequent public sales of Rio satisfied the wants of dealers and the trade, and prices of this description were well supported, the better grades of which rather turned in sellers' favor, being freely withdrawn at the auctions, the bids not being acceptable to owners; the month closing with a steady market and a fair demand. Sales and re-sales, public and private, for the month were 60,000 pkgs.

February commenced with a good feeling. A public sale of Santos, which occurred about the first, went off with good spirit at satisfactory rates, and, as the month advanced, a hardening tendency was visible. The stock of Rio continually decreased, and a considerable portion of it was withdrawn; this induced a speculative inquiry, under which, prices rose first a quarter of a cent, then another quarter, and toward the close, the stock at all the ports having run down to less than 75,000 bags, with none expected for several weeks, the market became excited and buoyant, with a further advance of a quarter of a cent, making about three-quarters of a cent rise during the month. West India and Java also sympathized to some extent with Brazil; Java became in speculative request, and West India was dealt in freely at an advance of a quarter of a cent, the month closing very buoyantly, operators looking forward to a still higher range of prices. Sales 105,000 pkgs.

The firmness observable at the close of February was not lost in the early part of March, but the high pretensions of holders restricted business, and the market became very quiet. The stock of Brazil had now been worked down to 4,000 bags, and there set in, not only for this, but for all kinds, an active demand, partly speculative; the transactions, however, being limited, owing to the small supply, prices steadily appreciated, and on Brazil, an advance of three-quarters of a cent for the month was obtained. Of St. Domingo the market was nearly cleared; a cargo

arriving about this time, was announced for auction—an unprecedented event—but before the day arrived was purchased by private bargain. Prices again reached a height that purchasers considered it unsafe to operate at, and, as compared with the previous excitement, the market became dull. Sales 56,000 pkgs.

The unusual prices that now ruled for the article induced more caution on the part of buyers, and the activity and buoyancy which we noticed through the greater part of March did not obtain in April; on the contrary, a languor and listlessness pervaded the market, and the dealings were for the most part in small lots, to supply the immediate wants of buyers. The stock, however, of Brazil during the first three weeks was very trifling, and not offered by importers, the sales being almost entirely from second hands; toward the close of the month, the supply of this description being increased, sellers became less indifferent, and the turn of the market seemed in buyers' favor. West India descriptions, on the other hand, retained their firmness, with a good business in St. Domingo and fair in other kinds. Sales 43,500 pkgs.

During the early part of May, importers of Rio became more desirous of selling, and several parcels were offered at public sale, but, though the attendance was good, there was no spirit, and prices declined a quarter of a cent from the recent extreme rates; this concession, however, failed to impart any activity, and though the stock was still very moderate, receipts light, and but little on the way, prices of this kind steadily receded, a further concession of  $\frac{1}{4}$  @  $\frac{1}{2}$  cent was made, and yet without leading to any but a very moderate business; this apathetic state continued until toward the close, when an improved demand set in, and prices were again rather in sellers' favor. For St. Domingo there continued throughout the month a steady fair demand for export, and Java for home use, at supported prices. Sales for the month, 48,500 pkgs.

The improved feeling noticed during the latter part of May was followed early in June by an active and buoyant market. The accounts from Rio were of a favorable nature for holders, and they were enabled to realize an advance of a quarter of a cent; this did not check business—a further advance of one-eighth of a cent was obtained, quickly followed by an additional rise of  $\frac{1}{4}$  @  $\frac{3}{8}$  cent. Upon this, the demand fell off, but without making any impression upon holders, whose position was strengthened by light receipts and moderate shipments hither; the month closing very quiet for Rio, but steady for West India kinds. Sales 58,500 pkgs.

July opened with a moderate demand for Rio, and steady market, but as the month advanced, the business became more animated and general; the sales were large at steadily advancing prices; the stock, not only here, but at all the ports, became reduced to a very low figure, the supply at all the receiving points being but about 8,500 bags. A despatch was received to the effect that the New-Orleans market had been swept for Western consumption, which caused considerable excitement, and an additional advance of one-quarter of a cent on all kinds was paid, the business being now entirely from second hands, (the only cargo in the market not being offered,) at prices one cent above those current the previous month, and higher than ever before known. This was the turning point. The demand began to fall off, and at the close there was but little business, though holders still maintained a firm attitude. West India and other kinds sympathized with Brazil in the advance, though less marked, and

consequently they did not feel the reaction quite so soon. The sales for the month were 59,000 pkgs.

The pause which we noticed at the close of July continued during the first half of August. The extreme and unusual prices that were now current for Rio, induced great cautiousness on the part of buyers, the purchases were only in a small way, and more attention was given to West India and Java, which descriptions appreciated one-quarter of a cent. This heavy feeling for Brazil was soon deepened by the receipt of several invoices here and at Philadelphia; buyers held aloof, and prices became entirely nominal, though some small sales were made at a decline of half a cent from the highest point, but this failed to stimulate the demand, and a further concession of  $\frac{3}{4}$  @  $\frac{1}{2}$  cent was made, which induced more business, and rather more tone was now visible. West India and other kinds had also lost their buoyancy, and St. Domingo had receded one cent from the highest point. Sales of all kinds, 31,500 pkgs.

There was but little animation during the early part of September, but in prices there occurred no further change. The public sales that were now announced occupied attention, and the business at private was small. These sales having went off with unexpected spirit, and favorable accounts having been received from Rio, a better feeling was manifested, and the market assumed a firmer tone. Toward the latter part of the month, the stock again became much reduced, and an advance on Brazil of one-quarter of a cent was established. At this there continued a good steady business, with a firm and buoyant tone for all kinds. Sales 75,000 pkgs.

October opened with a firm feeling, and, at a public sale, which took place about the 1st, a further advance of one quarter of a cent was obtained; the business, however, was generally much restricted for want of stock, and the sales were again mostly from second hands, 4,500 bags having been run off at auction by parties who had purchased from importers. From the second week until the close of the month there was a very active and strong market; the supply became reduced to a stock of 2,081 pkgs. of all kinds, none of Brazil, buyers of which were compelled to make their purchases at the neighboring ports. About this time the arrival of five cargoes of Rio, together with several parcels of St. Domingo, Java, &c., caused a pause, holders accepted a reduction of one-quarter of a cent, which again brought in buyers, and the market assumed a very animated aspect. Further arrivals of Rio and Java compelled a further decline of one-quarter of a cent, at which buyers absorbed the bulk of the stock. Sales for the month, 99,500 pkgs.

Brazil, West India, &c., continued to come forward quite freely in the early part of November, but holders evinced a disposition to make no further concession; the business now became confined mostly to St. Domingo, for export, and the market was cleared of this description at prices current the month previous. Holders of Brazil, now impelled by the increasing stock and small demand, yielded a quarter of a cent, but without effect; another  $\frac{1}{8}$  @  $\frac{1}{4}$  cent decline was submitted to, still without leading to any but a small business. About this time the aspect of political affairs became unsettled and gloomy; a crisis occurred in financial matters, and interior exchanges were much disordered by the suspension of specie payments at many points South and Southwest; all these influences were adverse to the coffee market, and prices completely broke down, being at the close  $1\frac{1}{2}$  @  $1\frac{3}{4}$  cents below the opening rates of



the month, and even at this great decline there was but little business, excepting in St. Domingo for shipment, the month closing with a very uneasy and unsettled feeling. Sales 40,000 pkgs.

The dullness and depression which existed during the closing weeks of November suffered no diminution during the first half of December. The market for Rio seemed to have no stability or firmness, and prices again gave way one-half a cent, the stock of this description having accumulated to nearly 100,000 bags; other descriptions were also weak, and generally half a cent lower, the business being even at this decline very small. About the middle of the month, however, a rather more cheerful feeling began to appear; the advices from Europe were of a more favorable character; gold began to flow in from England, and in business circles the feeling gained ascendancy that, as far as financial matters were concerned, the worst had been experienced. With this returning confidence came a steadier and more hopeful tone, and though the business was not large, no further decline in prices took place, all parties looking forward to an improved state of affairs upon the inauguration of the new year. Sales 30,000 pkgs. Stock of all kinds 67,653 pkgs., against a stock of 76,671 pkgs. same time at the close of the previous year.

We annex a tabular statement, showing the range of prices in this market for the leading descriptions the past three years:

THE RANGE OF PRICES AND YEARLY AVERAGE AT NEW-YORK  
THE PAST THREE YEARS.

BRAZIL.—FAIR TO PRIME QUALITY.

1860.	1st.	10th.	20th.	Average for the Month.		
				1860.	1859.	1858.
January,.....	11½ @ 12½	11½ @ 12½	11½ @ 12½	\$ 12 00	\$ 11 37½	\$ 10 12
February,.....	11½ @ 12½	11½ @ 12½	12 @ 13	12 16	11 37½	10 58
March,.....	12½ @ 13½	12½ @ 13½	13½ @ 14	13 12½	11 50	10 79
April,.....	13½ @ 14	13½ @ 14½	13 @ 14½	13 79	11 62½	11 00
May,.....	13½ @ 14½	13 @ 14½	13 @ 14	13 66	11 62½	10 92
June,.....	13 @ 14	13½ @ 14½	13½ @ 14½	13 79	11 46	10 88
July,.....	13½ @ 14½	13½ @ 14½	14½ @ 15	14 21	11 46	11 04
August,.....	15 @ 15½	15 @ 15½	14½ @ 15½	15 16	11 12½	10 96
September,....	13½ @ 15½	13½ @ 15½	14½ @ 15½	14 62½	11 71	11 13
October,.....	14 @ 15½	14 @ 15½	14 @ 15½	14 62½	11 87½	11 38
November,....	14 @ 15½	13½ @ 15	13½ @ 15	14 37½	12 —	11 38
December,....	13½ @ 14½	11½ @ 13	11½ @ 13	12 79	12 16	11 38
Average for the year,.....				\$ 13 69½	\$ 11 61	\$ 10 96

*Coffee Trade.*

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ST. DOMINGO.

1860.	1st.	10th.	20th.	Average for the Month.		
				1860.	1859.	1858.
January,.....	— @ 11 $\frac{5}{8}$	11 $\frac{1}{2}$ @ 11 $\frac{5}{8}$	11 $\frac{1}{2}$ @ 11 $\frac{5}{8}$	\$ 11 58 $\frac{1}{2}$	\$ 9 39	\$ 8 10
February,.....	— @ 11 $\frac{5}{8}$	— @ 11 $\frac{5}{8}$	— @ 11 $\frac{5}{8}$	11 62 $\frac{1}{2}$	9 85	8 73
March,.....	— @ 11 $\frac{5}{8}$	— @ 11 $\frac{5}{8}$	12 @ 12 $\frac{1}{2}$	11 91 $\frac{1}{2}$	9 66	9 96
April,.....	12 @ 12 $\frac{1}{2}$	12 $\frac{1}{2}$ @ 12 $\frac{1}{2}$	12 $\frac{1}{2}$ @ 12 $\frac{1}{2}$	12 37 $\frac{1}{2}$	10 14	9 50
May,.....	12 $\frac{1}{2}$ @ 12 $\frac{1}{2}$	12 $\frac{1}{2}$ @ 12 $\frac{1}{2}$	— @ 12 $\frac{1}{2}$	12 39 $\frac{1}{2}$	10 23	9 17
June,.....	— @ 12 $\frac{1}{2}$	— @ 12 $\frac{1}{2}$	— @ 12 $\frac{1}{2}$	12 54	9 64	9 17
July,.....	12 $\frac{1}{2}$ @ 12 $\frac{1}{2}$	12 $\frac{1}{2}$ @ 12 $\frac{1}{2}$	13 @ 13 $\frac{1}{2}$	12 85 $\frac{1}{2}$	10 41	9 37
August,.....	13 $\frac{1}{2}$ @ 14	13 $\frac{1}{2}$ @ 14	13 $\frac{1}{2}$ @ 13 $\frac{1}{2}$	13 79	10 75	9 35
September,....	12 $\frac{1}{2}$ @ 12 $\frac{1}{2}$	12 $\frac{1}{2}$ @ 13	13 @ 13 $\frac{1}{2}$	12 87 $\frac{1}{2}$	11 29	9 46
October,.....	13 @ 13 $\frac{1}{2}$	13 @ 13 $\frac{1}{2}$	13 @ 13 $\frac{1}{2}$	13 12 $\frac{1}{2}$	11 06	9 85
November,....	12 $\frac{1}{2}$ @ 13	12 $\frac{1}{2}$ @ 12 $\frac{1}{2}$	11 $\frac{1}{2}$ @ 12	12 37 $\frac{1}{2}$	11 —	9 54
December, ....	11 $\frac{1}{2}$ @ 12	10 $\frac{1}{2}$ @ 11 $\frac{1}{2}$	— @ 11	11 33 $\frac{1}{2}$	11 26	9 17
Average for the year,.....				\$ 12 39 $\frac{1}{2}$	\$ 10 39	\$ 9 28

MARACAIBO AND LAGUAYRA.

1860.	1st.	10th.	20th.	Average for the Month.		
				1860.	59.	1858.
January,.....	12 @ 13 $\frac{1}{2}$	12 @ 13 $\frac{1}{2}$	12 $\frac{1}{2}$ @ 13 $\frac{1}{2}$	\$ 12 70	\$ 11 96	\$ 11 33
February,.....	12 @ 13 $\frac{1}{2}$	12 @ 13 $\frac{1}{2}$	11 $\frac{1}{2}$ @ 13 $\frac{1}{2}$	12 62 $\frac{1}{2}$	12 08	11 50
March,.....	12 $\frac{1}{2}$ @ 13 $\frac{1}{2}$	12 $\frac{1}{2}$ @ 13 $\frac{1}{2}$	12 $\frac{1}{2}$ @ 14 $\frac{1}{2}$	13 04	12 08	12 50
April,.....	13 @ 14 $\frac{1}{2}$	13 @ 14 $\frac{1}{2}$	13 @ 14 $\frac{1}{2}$	13 66 $\frac{1}{2}$	11 62 $\frac{1}{2}$	13 00
May,.....	13 @ 14 $\frac{1}{2}$	13 @ 14 $\frac{1}{2}$	13 @ 14	13 62 $\frac{1}{2}$	11 75	12 42
June,.....	13 @ 14	13 @ 14 $\frac{1}{2}$	13 @ 14 $\frac{1}{2}$	13 58 $\frac{1}{2}$	11 50	12 00
July,.....	13 @ 14	13 @ 14	14 @ 14 $\frac{1}{2}$	13 79	11 12 $\frac{1}{2}$	11 87
August,.....	14 $\frac{1}{2}$ @ 15 $\frac{1}{2}$	15 @ 15 $\frac{1}{2}$	14 $\frac{1}{2}$ @ 15 $\frac{1}{2}$	15 12 $\frac{1}{2}$	11 33	12 13
September,....	13 $\frac{1}{2}$ @ 15 $\frac{1}{2}$	13 $\frac{1}{2}$ @ 15	14 $\frac{1}{2}$ @ 15	14 50	12 04	12 08
October,.....	14 $\frac{1}{2}$ @ 15	14 @ 15	14 $\frac{1}{2}$ @ 15 $\frac{1}{2}$	14 66 $\frac{1}{2}$	12 62 $\frac{1}{2}$	12 04
November,....	14 $\frac{1}{2}$ @ 15 $\frac{1}{2}$	14 @ 15 $\frac{1}{2}$	13 $\frac{1}{2}$ @ 14 $\frac{1}{2}$	14 58 $\frac{1}{2}$	12 12 $\frac{1}{2}$	11 84
December,....	13 $\frac{1}{2}$ @ 14 $\frac{1}{2}$	13 $\frac{1}{2}$ @ 14 $\frac{1}{2}$	13 $\frac{1}{2}$ @ 14 $\frac{1}{2}$	14 08 $\frac{1}{2}$	12 41	11 75
Average for the year,.....				\$ 13 82 $\frac{1}{2}$	\$ 11 89	\$ 12 04

JAVA (WHITE.)

1860.	1st.	10th.	20th.	Average for the Month.		
				1860.	1859.	1858.
January,.....	14 $\frac{1}{2}$ @ 15	15 @ 15 $\frac{1}{2}$	14 $\frac{1}{2}$ @ 15 $\frac{1}{2}$	\$ 15 00	\$ 14 29	\$ 16 00
February,.....	15 @ 15 $\frac{1}{2}$	14 $\frac{1}{2}$ @ 15 $\frac{1}{2}$	15 @ 16	15 25	14 71	16 08
March,.....	15 $\frac{1}{2}$ @ 16	15 $\frac{1}{2}$ @ 16	15 $\frac{1}{2}$ @ 16 $\frac{1}{2}$	15 75	14 83	18 25
April,.....	15 $\frac{1}{2}$ @ 16 $\frac{1}{2}$	15 $\frac{1}{2}$ @ 16	15 $\frac{1}{2}$ @ 16	15 83 $\frac{1}{2}$	14 58	19 17
May,.....	15 $\frac{1}{2}$ @ 16	15 $\frac{1}{2}$ @ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ @ 16	15 70	14 75	17 71
June,.....	15 $\frac{1}{2}$ @ 16	15 $\frac{1}{2}$ @ 16	15 $\frac{1}{2}$ @ 16	15 75	14 50	16 75
July,.....	15 $\frac{1}{2}$ @ 16	15 $\frac{1}{2}$ @ 16	15 $\frac{1}{2}$ @ 16 $\frac{1}{2}$	15 87 $\frac{1}{2}$	14 50	15 83
August,.....	16 $\frac{1}{2}$ @ 18	16 $\frac{1}{2}$ @ 18 $\frac{1}{2}$	16 $\frac{1}{2}$ @ 17 $\frac{1}{2}$	17 20	14 50	15 50
September,....	16 @ 17 $\frac{1}{2}$	16 $\frac{1}{2}$ @ 17 $\frac{1}{2}$	16 $\frac{1}{2}$ @ 18	16 95	15 54	14 91
October,.....	16 $\frac{1}{2}$ @ 18	16 $\frac{1}{2}$ @ 18	16 $\frac{1}{2}$ @ 17 $\frac{1}{2}$	17 12 $\frac{1}{2}$	15 41	15 00
November,....	16 $\frac{1}{2}$ @ 17 $\frac{1}{2}$	16 $\frac{1}{2}$ @ 17 $\frac{1}{2}$	16 $\frac{1}{2}$ @ 17 $\frac{1}{2}$	16 91 $\frac{1}{2}$	15 12 $\frac{1}{2}$	14 17
December,....	16 $\frac{1}{2}$ @ 17 $\frac{1}{2}$	16 @ 16 $\frac{1}{2}$	16 @ 16 $\frac{1}{2}$	16 45	14 71	14 17
Average for the year,.....				\$ 16 15 $\frac{1}{2}$	\$ 14 79	\$ 16 13

## ANNUAL REVIEW OF NAVAL STORES FOR 1860.

*From the Shipping and Commercial List, and New-York Price Current.*

## RECEIPTS AT, AND EXPORTS FROM, NEW-YORK.

MONTHS.	RECEIPTS IN 1860.				EXPORTS IN 1860.			
	Turpentine.	Spirits Turp'e.	Rosin.	Tar.	Turpentine.	Spirits Turp'e.	Rosin.	Tar.
January.....bbls.	7,619	11,038	53,996	4,269	7,066	4,040	22,730	681
February.....	7,549	7,207	27,772	1,612	7,549	7,207	27,772	1,612
March.....	7,629	15,313	57,813	4,757	4,450	4,534	51,353	2,875
April.....	5,540	5,243	49,359	16,316	6,690	7,105	67,083	5,282
May.....	5,625	12,010	33,209	4,785	5,015	2,424	55,025	7,304
June.....	3,774	16,335	62,616	5,127	7,435	5,341	63,702	4,844
July.....	5,766	19,971	66,651	806	719	7,603	54,803	1,835
August.....	2,788	17,647	57,441	1,164	1,823	12,851	29,343	939
September.....	3,430	16,751	66,427	3,762	3,969	5,657	36,422	170
October.....	3,441	17,399	47,219	2,724	2,253	5,730	44,314	402
November.....	2,256	12,265	22,202	2,379	53	1,506	26,991	252
December.....	5,376	7,673	27,247	6,344	7,563	7,733	20,305	2,952
Total, 1860, ...bbls.	60,793	158,912	621,982	54,045	54,645	71,741	500,353	28,748
1859, .....	96,654	161,110	653,423	54,092	88,699	66,551	537,969	19,604
1858, .....	104,351	142,324	563,291	33,125	98,066	57,657	445,311	13,518
1857, .....	76,443	126,006	551,918	52,634	78,850	50,021	447,430	37,724
1856, .....	85,413	118,325	479,248	61,043	81,460	37,558	383,133	21,734
1855, .....	99,670	132,142	534,396	72,664	97,252	47,846	460,160	55,594
1854, .....	126,152	125,515	493,363	67,792	135,614	46,200	449,304	53,312
1853, .....	143,525	117,337	397,174	67,575	135,175	26,313	303,769	14,569
1852, .....	189,711	81,595	293,161	37,067	193,401	7,431	227,669	15,299
1851, .....	170,060	76,579	237,145	39,147	147,830	6,436	169,520	23,694
1850, .....	143,561	74,000	275,473	55,613	140,611	7,363	174,062	26,263

## EXPORTS OF THE YEAR.

PLACES.	Turpentine.	Spirits Turpentine.	Rosin.	Tar.
Great Britain took.....bbls.	52,215	27,774	176,535	23,210
France.....	none.	120	6,635	none.
North of Europe.....	2,204	38,364	265,712	16
Other Europe, &c.....	226	5,438	51,426	5,522
Total, 1860, .....	54,645	71,741	500,353	28,748

## REVIEW OF THE MARKET FOR 1860.

*General Remarks.*—It will be seen, by the accompanying tables, that the receipts of Crude Turpentine at this port are some 36,000 bbls. less, Spirits Turpentine 2,200 less, and Rosins 21,500 bbls. less than last year, while the quantity of Tar received was almost exactly the same. The export of Turpentine the past year has fallen off 34,000 bbls., and Rosin 67,500 bbls., while Spirits Turpentine has increased over 5,000, and Tar 9,000 bbls., as compared with last year. The large falling off in the export of Rosins may be mainly attributed, perhaps, to the high rate of freight which ship-owners have been able to command during the greater

part of the year, while the deficiency in the exports of Crude have been nearly made up by the increase in Spirits Turpentine, and by largely increased direct shipments, (of all descriptions,) mainly from Wilmington, N. C. (See table.) We notice a large increase in the quantity of New-York made barrels, and continued preference for Spirits in these, over most of the Southern-made packages. The average price of Turpentine for the year is considerably below the average of several previous years, and that of Spirits materially below last year. Common Rosin, with slight fluctuations, has tended downward since March, (when the first grain shipments were made,) while Tar has maintained about the same rates as last year, which were considerably above the average of the years 1858 and 1857.

In the opinion of many intelligent persons, the late depression in Spirits Turpentine, and the decline in prices from March last to the close of the year, are to be attributed more to some other cause than the usual one of supply and demand. It cannot be denied that, for illuminating purposes, the consumption of Kerosene and Petroleum Oils, since their discovery, has only been limited by the want of an adequate supply, and the fears of the trade and consumers that the pine tree of the South might yet be exterminated by the tapping process, and the supply of Camphene and Burning Fluid cut off, have been greatly alleviated, if not entirely removed, by the introduction of this new article; though, for many important uses, there is at present no substitute for Spirits Turpentine known. The foreign demand, as will be seen by the accompanying tables, is increasing every year, the decrease in the quantity of Crude exported from this port being about compensated by the increased export of Spirits.

*Turpentine.*—The year 1860 commenced with a quiet market for Crude Turpentine, with a quotation of \$3 43 $\frac{3}{4}$  per 280 lbs., and a stock of 9,000 bbls. *London, Dec. 16.*—Sales, 2,500 bbls., at 10s. The third week of the month our market improved slightly, and free sales were made for export at \$3 56 $\frac{1}{4}$ , and subsequently at \$3 50, closing at that rate. Considerable shipments were also made from first hands during the month, the London quotations meantime declining to 9s. 6d. @ 9s. 9d. The rate of freight to London, during the month, ranged from 2s. 6d. to 3s., closing at 3s. February opened with a stock in first hands of only 3,500 bbls., and with a fair demand; prices had improved to \$3 62 $\frac{1}{2}$  at the middle of the month, remaining nominally at this rate to the close; but the upward tendency of freight checked the demand, and the stock accumulated to 9,500 bbls.—London quotations ranging from 9s. 3d. to 9s. 9d., and Liverpool 8s. 4 $\frac{1}{2}$ d. @ 8s. 9d.—freights hence ranging from 3s. to 3s. 3d., closing at 3s. 3d. In March the supply was good, and, though there was little or no variation in London quotations, which, more than all other causes, influence this market, holders, to effect sales, were obliged to accept \$3 55 the third week, after which there was little done for nearly a month, March closing inactive, with a stock, officially taken, of 9,500 bbls., and a London quotation of 9s. 6d.—freights hence to London ranged from 3s. to 3s. 3d., closing at 3s. The second week of April sales were made at \$3 40, a further decline, but the business throughout was very light, and prices nearly nominal, the supply being good, and the stock at the close 9,844 bbls.—London quotations ranging from 9s. to 9s. 3d.—freight hence, 2s. 6d. @ 3s., closing at 2s. 6d. @ 3s. The

quotation in May varied from \$3 20 to \$3 40, commencing at the higher figure, selling down to \$3 20 the second week, when a considerable business was done, prices ranging again to \$3 35 @ \$3 37½ at the close, with sales, the stock (11,000 bbls. the second week) being now reduced, by sales and shipments, to about 3,000 bbls.—London quotation during the month, 9s. 3d.—freight hence, 2s. 6d. @ 2s. 7½d., closing at same. In June, sales continued to be made at \$3 37½, till the close of the third week, when 500 bbls. new crop Washington was sold at \$3 37½ @ \$3 50, a slight improvement, though this rate was not maintained, the inquiry being very feeble, and the next sales made at about \$3 30 @ \$3 35, which was the closing quotation—stock, 3,143 bbls.—London quotations at hand during the month, 9s. @ 8s. 9d., closing at 8s. 9d., under date of June 15—freight hence, 2s. 6d. @ 3s., closing at 3s. In July, with advancing freights, there was almost no demand, and but a few hundred barrels were sold, at \$3 35 @ \$3 25, closing quite nominal at \$3 per 280 lbs., with a stock of 7,765 bbls.—the London quotation steady at 8s. 9d.—freight hence ranging about 3s. In August, freights continued to tend upward, and, there being no advance in London, prices further declined, with sales at \$2 75, closing nominal at that rate. Some new crop received at London in June was held at 9s. 3d., but, we believe, sold at the old quotation of 8s. 9d.—stock at the close of the month, 5,000 bbls.—freight hence, 4s. per 280 lbs.—London quotation, 8s. 9d. September opened more firmly, and higher rates were demanded and paid, the sales of the month being to a moderate extent at \$2 85 @ \$2 90, closing at the latter price, with a stock of 7,000 bbls.—freights hence steady at 4s.—London quotations, 8s. 6d. @ 9s., the higher figure at the close. In October, with improving prices in London, our market assumed more firmness, and sales were made as high as \$3; but after the third week there were no transactions, and the market closed quiet and nominal—stock, 8,741 bbls.—freight hence, 3s. 6d. @ 4s., closing at 3s. 9d. The London price, mean time, advanced to 10s. In November, in consequence of the higher range of freights and the stringency in the money market, small sales were made at \$2 90 @ 2 95, and the market closed exceedingly dull and altogether nominal—stock on hand, 30th, 9,687 bbls.—freight hence, 3s. 9d. @ 4s. 6d., closing at 4s. 6d.—London quotations ranged from 10s. 3d. to 11s., the latter November 16. In December there were no wholesale transactions, and the market closed nominal at \$2 50 @ \$2 75, the total sales being but a few hundred barrels North County within this range, the lower sale at the close; the shipments and engagements of the month, however, were considerable, and the stock was reduced.—London quotations, 10s. 6d. @ 11s., the lower rate at the close, under date of December 14. Freights hence to London, during the month, 4s. @ 4s. 6d., closing at 4s. @ 4s. 3d., with engagements of 11,000 bbls. in the month.

*Spirits Turpentine.*—The market for this valuable and indispensable Southern product opened at 44 @ 44½ cents for merchantable and straight, 44½ @ 45 for shipping order, and 45 for New-York barrels, and continued remarkably steady throughout January, scarcely varying half a cent, though that was in favor of sellers, and prices the last week were firm for prime packages, at half a cent advance on the opening rates, with more favorable foreign intelligence. The stock, which was 4,500 bbls. on the 1st of the month, was 6,000 bbls. at the close, the London quotation



ranging from 34s. to 34s. 6d., and the Liverpool, 33s. 9d. @ 34s. With favorable accounts from Liverpool, and small arrivals, with little in prime order offering, prices at the commencement of February began to improve, and the third week were  $2\frac{1}{2}$  @  $3\frac{1}{2}$  cents higher for shipping and New-York packages, and 12 cents for rejections—(London notations at this time, 36s., and Liverpool, 36s. @ 36s. 6d.) Sales were also made for future delivery, part in all the next month, at 48 cents for shipping order, and 49 for New-York barrels. During the last week of the month the market was steady, and closed at about  $46\frac{1}{2}$  @  $47\frac{1}{2}$  cents for merchantable and straight, 48 for shipping, and 49 for New-York—stock, 4,000 bbls. London, 36s. 6d. @ 37s., and Liverpool, 36s. March opened with a good demand at the closing prices of February, but the inquiry soon slackened, and prices softened until the middle of the month, when half a cent decline was established, and large receipts following, half a cent further decline was submitted to the third week; but now holders assumed a firmer attitude, withholding a considerable portion of their stock, and the market became firm at 47 @ 48 for straight, shipping and New-York, with sales of the latter to arrive; this improvement was of short duration, however, and the offerings on the wharf increasing, prices declined to the close, being quoted 46 @  $46\frac{1}{2}$  cents for straight and shipping. Stock on hand, 8,500 bbls. The London quotations at hand during the month were 35s. 6d., and Liverpool, the same range, the lower rate at the close, date March 16. Throughout April prices were remarkably steady, scarcely varying half a cent from the opening rates, which were 45 @  $45\frac{1}{2}$  cents for rejections and merchantable,  $45\frac{1}{2}$  @  $46\frac{1}{2}$  for ordinary to prime straight and shipping, and  $46\frac{1}{2}$  @  $47\frac{1}{2}$  for New-York, prime packages commanding, as always, full rates. The second week of the month we noticed a sale of 1,000 bbls., deliverable at a Southern port, for export thence on private terms, and the fourth week, a lot of 46 bbls. Virgin was sold to arrive from Charleston, at 47 cents, and 500 Southern, deliverable all in May, at 46, shipping order, the market closing firmly. The stock, which amounted to 10,000 bbls. at the close of the first week, was reduced by sales and shipments to 1,500 at the close. London quotations, 35s. 6d. @ 36s. 6d., and Liverpool, 35s. 6d., the former having slightly improved. May opened with a brisk demand and a greatly reduced stock, and much of that expected being already placed, the market became excited, and prices advanced the first week 2 cents per gallon, with sales on the spot, at irregular rates, according to circumstances, order, &c. From the 4th to the 8th of the month the stock was reduced to 500 bbls., and sales were made (including considerable to arrive within the range) at  $47\frac{1}{2}$  @  $51\frac{1}{2}$  cents, including New-York, on the spot, on the 7th, at the higher figure; on the 8th some arrivals took place, and the pressure being partially relieved, there was less animation, and prices settled somewhat, with sales to arrive at 47 @  $47\frac{1}{2}$ , (including 500 New-York, at  $47\frac{1}{2}$ .) and for immediate delivery, 49 @ 50, with some New-York to arrive at 49, barrels returnable at \$1 80 each. Subsequently the receipts were quite free, prices fell off, and, with little fluctuation, declined to the end of the month, closing at 45 @  $45\frac{1}{2}$  for straight and shipping, 46 for New-York, on the spot, and 45 for prime Southern and New-York, to arrive. The stock at no time exceeded 2,500 bbls., and at the close was 1,981 bbls. London quotations at hand, during the month, 35s. 6d. @ 36s., and Liverpool, 34s. @ 35s. The month of June opened

with a declining tendency, and at the close prices were generally  $2\frac{1}{2}$  cents lower than at the commencement, though the demand was fair throughout, and at the commencement of the fourth week a large business was done, though at a wider range than usual, most of the stock being in ordinary condition, and prime shipping and New-York scarce; at this time poor lots sold as low as  $41\frac{1}{2}$  cents, while prime New-York brought  $44 @ 44\frac{1}{2}$ , in consequence of its scarcity. At the commencement we quoted sales at  $44\frac{1}{2} @ 45$  cents for straight and shipping, and  $45\frac{1}{2} @ 46$  for New-York, (part to arrive at  $45\frac{1}{2}$ ), and at the close,  $42 @ 43$  for straight and shipping, and  $43 @ 43\frac{1}{2}$  for New-York. Some sales were made to arrive, as usual; and the third week, when New-York, on the spot, was selling at  $43\frac{1}{2}$ , a contract was made for 1,000 bbls, deliverable next month, at  $42\frac{1}{2}$  cents. Stock, on the 30th, 3,112 bbls. London quotations, 35s. @ 35s. 6d., and Liverpool, 33s. 9d. @ 35s., closing at the lower figures in both cases. In July the same features obtained, and the same relation of ordinary and prime packages was maintained, the hot weather being very trying to poor packages. From the first to the first half of the third week prices continued to decline, but having now reached a point where some orders could be executed, the downward tendency was arrested, but the month closed dull, especially for ordinary lots—the receipts at the South being large, though the stock on hand, 31st, was only 4,670 bbls., a much smaller figure than was generally supposed. At the commencement of the month, sales of ordinary straight lots were made as low as 40 cents, shipping at 42, and New-York at 43; and at the close, straight brought  $37\frac{1}{2} @ 38$ , shipping  $38 @ 38\frac{1}{2}$ , and New-York  $39 @ 39\frac{1}{2}$ , while rejected and barely merchantable sold from 40 down to 36, closing at  $36\frac{1}{2} @ 37$ ; these latter, however, are not a fair criterion of the market, though they may serve to account for the low prices at which lots are often sold, when the owners expected to get our highest figures. Contracts for New-York barrels, maturing the second week of the month, were settled on a basis of  $40\frac{1}{2}$  cents; London quotations, 34s. @ 35s., and Liverpool, 32s. @ 33s., closing at the lower figures. At the commencement of August, prime straight and shipping being comparatively scarce, these descriptions were held more firmly, and though the English markets further declined, prices here steadily advanced, till, at the close of the third week, with a very small supply, an improvement of  $2\frac{1}{2}$  cents had been realized, straight and shipping selling at  $40 @ 41$  cents, and New-York straight and shipping,  $41 @ 42$ . Immediately after this, advices from England and the continent continuing adverse, prices declined  $\frac{1}{2} @ 1$  cent, rallying slightly, and closing quietly at  $39 @ 39\frac{1}{2}$  for rejected and merchantable,  $40 @ 41$  for straight and shipping, and  $41 @ 41\frac{1}{2}$  for New-York. The first week of the month sales of New-York were made at 41 for September, and 43 for October delivery; and the third week, for all August, at 41; and at the close, 500 Southern shipping, for delivery, first week of September, at 40 cents. Stock, 6,096 bbls. London quotations, 30s. @ 32s. 6d., and Liverpool, 30s. 6d. @ 31s., closing at the lower rates. September opened with a moderate demand, chiefly for New-York, and at some reduction, say at  $39 @ 39\frac{1}{2}$  cents for straight, 40 for shipping, and  $41 @ 41\frac{1}{2}$  for New-York; and at the close of the first week prices were  $\frac{1}{2}$  a cent lower on shipping and New-York—poor lots, as usual, bringing  $\frac{1}{2} @ 1$  cent less than prime straight. The second week prices were steady, and the third ad-

vanced half a cent; and notwithstanding the arrivals were large, a further advance of half a cent on prime packages was obtained before the close of the month, being now  $\frac{1}{2}$  @ 1 cent higher than at the commencement, the whole range being 40 @ 42 cents; stock, 5,000 bbls. London quotations, 31s. @ 31s. 6d., and Liverpool, 31s. @ 32s., closing at the higher rates. In October, with a stock again reduced, prices appreciated the first and second weeks one cent per gallon, though the high freights to Europe checked what demand there might have been for export. At this time 41,  $41\frac{1}{2}$  and  $42\frac{1}{2}$  @ 43 cents were paid for straight, shipping and extra Southern and New-York; but by the close, with large receipts, this advance was lost, the market closing dull and unsettled, with a strong tendency to a further decline; merchantable and straight sold at 39 @ 40, and shipping and New-York, 41 @  $41\frac{1}{2}$  cents. Stock, at the close, 11,252 bbls. London quotations, 32s., and Liverpool, 31s. 6d. @ 31s. 9d. With a heavy stock pressing upon the market, the first week in November opened with a very depressed feeling, and  $\frac{1}{2}$  @ 1 cent lower was accepted, poor lots selling at 37 @ 38 cents, straight and shipping, 39 @ 40, and New-York, 40 @ 41; but the English advices being of a decidedly favorable tenor, the downward tendency was arrested, and the market was steady the second week. The unsettled state of money matters, however, counteracted all favorable influences, and by the close of the month sales were made at 36 @ 37 cents for straight and shipping, and  $36\frac{1}{2}$  @ 37 for New-York, with little demand and some decline in the English market. Stock on hand, 9,436 bbls. London quotations, 33s. @ 35s., closing at 33s. 9d. @ 34s., and Liverpool, 31s. 6d. @ 35s., closing at 34s. In December our market rapidly declined till after the middle of the month, when our quotations were 5 @ 6 cents lower than at the close of November, with declining English markets and ample stocks. From this time, however, there was more firmness on the part of receivers, with an improved demand for export, and at the close an advance of 3 cents from the lowest point had been established; straight lots, which had sold down to 31 cents at the middle of the month, now brought 34; Southern shipping, which had sold at 32, was firm at 35; and New-York, which was dull at 33, had advanced to 36, cash, with moderate sales. Among the transactions at the close of the third week were 500 bbls. New-York, deliverable in January, sellers' option, at 36, and 500 do., deliverable in February, buyers' option, at 38 cents, cash. The freight engagements of the month were large, including a bark for Rotterdam, with 3,000 bbls., at  $5\frac{1}{2}$  cents; a vessel to Antwerp, at 5c.; a British brig from Charleston to Antwerp, with 500 bbls., at 6s., (and Rosin, at \$1 20,) two to Bristol Channel and Bristol, at 9s.; a British bark to Liverpool, with 1,000 bbls., at 8s., (and Tar, at 3s. 9d. @ 4s.,) besides some 3,000 bbls. to London, at 8s. @ 9s., and 150 to Marseilles, at 4 cents per gallon. London quotations, 33s. @ 32s., closing at 32s. @ 32s. 6d., and Liverpool, 33s. @ 32s., closing at 32s.

*Common Rosin.*—The year commenced with a very small stock and a dull market, at \$1 60 per 310 lbs., delivered; but very soon advanced to \$1 60, to arrive, and  $\$1\ 62\frac{1}{2}$  @ \$1 65, delivered, with good sales; (about this time 8,000 bbls. were bought in Wilmington at \$1 15, there.) The latter part of the third week of January, however, with some advance in freights, prices began to decline, and at the close, \$1  $52\frac{1}{2}$  afloat and in yard, and \$1 55 delivered, was accepted. Liverpool quotations,

4s. @ 4s. 4d., closing at 4s. 3d. February opened with the same depressed feeling, and still lower rates were the consequence, sales being made the first week at \$1 50 in yard, \$1 50 @ \$1 52½ delivered by vessel, and \$1 52½ @ \$1 55 delivered from yard. The second and third weeks a large business was done, and prices improved 10 @ 12½ cents, the month closing quietly at \$1 65 @ \$1 67½, delivered. Liverpool quotations, 4s. 3d. @ 4s. 6d., closing at latter rate. At the commencement of March, freight room continuing scarce, prices declined to \$1 57 afloat, for cargoes, and \$1 62 @ \$1 65 delivered, for lots as wanted. At the close of the second, and during the third week, there was again more demand, \$1 62½ being paid to arrive and in yard, and \$1 65 @ \$1 68½ delivered; but these rates were not maintained, and the market closed quietly at \$1 60 @ \$1 62½ in yard, afloat and to arrive, and \$1 65 delivered. Liverpool range, 4s. 4d. @ 4s. 6d., closing at the lower rate. April opened with a decline, sales being made at \$1 55 for cargoes afloat, \$1 57½ @ \$1 60 in yard, and \$1 65 for lots as wanted, delivered from yard; for parcels afloat and in yard, an improvement of 2½ @ 5 cents was soon realized, the Liverpool accounts being rather encouraging, and prices were rather steady at \$1 60 @ \$1 62½ afloat and delivered, till the close of the month. May opened with sales at \$1 57½ @ \$1 60, afloat and to arrive, and \$1 62½ delivered, but during the second week, with free arrivals, cargoes were placed at \$1 52½ @ \$1 54 afloat, and \$1 60 delivered from yard, after which there was little variation, the month closing at \$1 53½ @ \$1 55 afloat, and \$1 57½ @ \$1 60 delivered. Liverpool quotations, 4s. 1d. @ 4s. 6d., closing at the higher figure, date May 18. In June, sales were made the first of the month at \$1 55 afloat, and \$1 57½ @ \$1 60 delivered, and at the close at about the same figures, small lots from yard sometimes bringing 2½ cents more and cargoes sometimes being placed at as much less—the lowest sales made were at \$1 50 @ \$1 52½ in yard, in the commencement of the fourth week, and the whole range of the month, \$1 50 @ \$1 57½ in yard, afloat, delivered by vessel, &c., and \$1 56 @ \$1 62½ delivered from yard, closing as above. Liverpool, 4s. 5d. @ 4s. 6d. July, with hardening freights hence, at \$1 50 per 310 lbs. in yard, \$1 52½ @ \$1 55 afloat and to arrive, and \$1 55 @ \$1 57½ delivered; and as the month progressed, prices declined to the end, closing at \$1 42½ @ \$1 45 in yard and afloat, and \$1 47½ @ \$1 50 delivered, the bulk of the receipts going in yard. Liverpool quotation, 4s. 5d. In August prices again declined, commencing at \$1 42½ @ \$1 45 afloat and delivered, reaching \$1 35 @ \$1 37½ afloat and in yard, and \$1 42½ @ \$1 45 delivered, the second week, and closing at \$1 35 @ \$1 36 in yard, and \$1 40 delivered. Liverpool quotation, 4s. 2d. @ 4s. 5d., closing at the higher rate. In September, prices already lower than since the panic of 1857, still further declined, with sales the first week to arrive per steamer, at \$1 25, immediate delivery, and to arrive in the ordinary way \$1 35, in yard; subsequently sales were made to arrive at \$1 30 afloat, delivered by vessel, and \$1 35 delivered from yard. Near the middle of the month sales were made at \$1 32½ @ \$1 35 afloat, and \$1 37½ @ \$1 40 delivered from yard, and so continued till the commencement of the fourth week, when, with favorable foreign advices, and the report of some 25,000 bbls. having been bought up in Wilmington on New-York account at \$1 05 there, our market advanced to \$1 45 afloat, and \$1 45 @ \$1 47½ deli-



vered. Liverpool 4s. 5d. @ 4s. 9d., closing at the higher rate. On the first of October the demand was good, and free sales were made to fill contracts, at \$1 41 @ \$1 45 afloat, and \$1 50 @ \$1 52 delivered, but from this time to the end of the month the scarcity of freights pressed heavily upon Rosin, notwithstanding the accounts from Liverpool continued favorable; at the close sales were made at \$1 42½ afloat and \$1 45 delivered, with a downward tendency. Liverpool quotations at hand during the month, 5s. 3d. @ 5s. 6d., closing at the latter figure. November opened at \$1 42½ @ \$1 45 delivered, and so continued till the middle of the month, when prices gave way, and sales were made at \$1 35 in yard, and \$1 40 @ \$1 42½ delivered, the decline making progress till the fourth week, when \$1 30 delivered was accepted, and the market closed entirely nominal at this rate. Liverpool quotation, 5s. 3d. @ 5s. 6d., closing at 5s. 3d. @ 5s. 4d. The first sales made in December were at a further decline, viz., \$1 20 per 310 lbs. delivered, and a lot put upon the market the first week brought only \$1 10 in yard, and during the second, third and fourth weeks, sales were made in small lots at \$1 15 @ \$1 20 delivered, including some afloat and to arrive at \$1 15 @ \$1 17½, delivered by vessel; the rates reached above are believed to be lower than since the year 1851. The last week of the month, the stock being concentrated in few hands and held firmly, some improvement was realized, sales being made variously at \$1 16 in yard, \$1 17½ for future delivery, and \$1 20 @ \$1 25 delivered, closing at our highest figure.

*Fine Rosins.*—Our readers are well aware, that though much may be said and written, no intelligible history of the grades above common can be communicated in a review of the market, the remarks made in our last annual review, on this subject, being of perpetual application. The year opened with low, but rather improving prices, no Pale on hand worth over \$4, and an impression, generally, that rates had reached the lowest point—the stock on hand being chiefly composed of No. 1, worth \$2 @ \$2 50. Much of that left over from last year was in second hands awaiting shipment, or held for higher prices. The high rates of freight which have obtained most of the past year have operated disastrously on fine rosins, particularly on the low grades, the supply of which has far exceeded the demands of trade, especially at a time when freights rule high, as they have during the period under review. Strained opened at about \$1 60 per 310 lbs., improved to \$1 67½ early in March, since which, with occasional fluctuations, the tendency has been generally downward, and sales were made down to \$1 15 @ \$1 20, closing at \$1 25 per 310 lbs. No. 2 was quoted \$1 65 @ \$1 70 at the opening; sold variously up to \$2 in March, and afterwards gradually declined to \$1 30 @ \$1 50, closing with sales at \$1 35 @ \$1 50 per 310 lbs., the latter for a prime lot. No. 1, quoted at \$1 87½ @ \$2 50 at the commencement, improved the first month, the range being \$2 @ \$2 75 per 280 lbs., gradually improving to \$2 25 @ \$3 in March and April, after which, in sympathy with the lower grades, and with advancing freights, prices receded, with sales of low qualities in May at \$1 80 @ \$2 per 310 lbs., up to \$2 75 per 280 lbs. for prime, after which prices varied little, or rather goods were classed according to the prices obtained. In October, however, some sales were made as low as \$1 90 per 280 lbs., and, at the last of the month, some sold at \$1 75 @ \$2 25 per 310 lbs., and near the end of the year at \$2 @



\$2 25 per 280 lbs., the whole range being \$1 55 for low, up to \$2 50 for prime quality per 310 and 280 lbs. We must again repeat, that when prices decline, better goods are put in at the same rates, calling them the same quality, and it is for this reason, that without a comparison of samples, no idea can be given of the market the past year that would be any guide in the future. White Rosins, being a quality between No. 1 and Pale, have generally been quoted from \$2 50 to \$3 75 per 280 lbs., and Pale has ranged from \$3 50 to \$6. The first Virgin Pale that came to hand was received on the 8th of March, viz., 9 bbls. from Fernandina, Fla., and a further lot was received shortly after, both which sold at \$6, quality not extra—the first lot in 1859 was received from Alabama, about 1st April, and sold at \$7, subsequent parcels of a better quality bringing \$8 per 280 lbs., against \$8 25 in 1858. After this period, Virgin samples failed to attract attention as in previous years, and very few sales were made, though prime lots were held at \$6. The first and second weeks in May some changed hands at \$5 on the spot and to arrive, and some good Pale sold as low as \$4, to arrive. After this there was more inquiry, with sales at \$4 @ \$6, prime lots, (which have not at any time been in large supply,) commanding the higher figure, the receipts being generally inferior to previous years, and including but few really prime, these having been probably shipped direct from the South, to a greater extent than heretofore. From the last week in August to the first week in October, there were no sales above \$5 50, and but few at that price, the range for Pale being \$3 @ \$5 50, and the sales from the last of October to the close of November were chiefly at \$4 @ \$4 50, after which we had no sales of Pale (so called) to report, the transactions being almost entirely confined to the lower grades. The stocks of grades above Common, it will be seen, are large, embracing very few Extra Pale, however, being chiefly composed of No. 1 and Medium.

*Tar.*—The month of January, 1860, opened with a stock of 2,200 bbls., and a dull and declining market, the nominal quotations being for Washington, Newbern and Wilmington, \$2 44 @ \$2 60 per bbl. in order in yard, the first sale made, however, reducing the range to \$2 25 @ \$2 50 for parcels, taken as it runs, selected, thick, thin, &c., &c., this range being maintained with little variation to the close of the month, at which time a freight engagement of 2,000 bbls. was made for Liverpool. February opened with sales of selected Washington, Newbern and Wilmington for export, at previous range, and as the month progressed, with a small supply, North County, (which we used to designate Washington, Newbern, &c.,) as it runs, brought \$2 31¼ @ \$2 42, and selected \$2 50, all in order, in yard; the little Wilmington received brought \$2 50 as it runs, and the month closed with a stock of about 2,500 bbls. In March, prices steadily advanced, the sales of Wilmington being large, chiefly to arrive, at \$2 68¾ @ \$2 75 @ \$2 87½, as it runs, the reported transactions being 7,200 bbls. to arrive, at \$2 75 @ \$2 87½. North County as it runs and selected, on the spot and to arrive, ranged from \$2 31¼ to \$2 56¼. Stock of all kinds, 3,600 bbls. The demand continued good in April till the third week, with further sales of Wilmington to arrive at \$2 75 @ \$2 87½, as it runs, and 2,000 bbls. selected Roany, for export, at \$2 97; after this, however, the arrivals were pretty large, and though the demand continued, prices fell off to \$2 25 @ \$2 31¼ for North County, as it runs, and \$2 37½ @ \$2 50 for ditto, selected; and for a

lot of Wilmington thin, \$2 50 was accepted. In May the demand was moderate for the first two weeks, within the range of \$2 25 @ \$2 50, for all kinds North County, but sales were afterwards made as low as \$2 18 $\frac{3}{4}$  as it runs, and \$2 25 @ \$2 37 $\frac{1}{2}$  for selected—3,700 bbls. Wilmington selected, at the close, sold to arrive, at \$2 75, the only sale of this description during the month. Stock in yard, 5,379 bbls. Liverpool quotation 4th May, 16s. for American. In June, prices further slightly declined, North County, as it runs, selling at \$2 12 $\frac{1}{2}$  @ \$2 18 $\frac{3}{4}$ , and selected, rope, &c., \$2 25 @ \$2 35, closing quietly, with a stock of 4,919 bbls. In July, the business done was all in North County, and at a further decline in value, sales being made the second week as low as \$2 as it runs, the whole range being \$2 @ \$2 12 $\frac{1}{2}$  in order in yard, with occasional sales at \$2 25, delivered. Stock, at the close, 3,835 bbls. The first week of August, the receipts being small, the stock reduced and little expected, prices advanced 50 cents per bbl., with sales from \$2 12 $\frac{1}{2}$  up to \$2 62 $\frac{1}{2}$ , the latter price being paid for 500 bbls. North County, for export, as it runs, with lots for consumption at \$2 75 @ \$2 87 $\frac{1}{2}$ , continuing firm within this range to near the close, when \$2 65 @ \$2 75 was accepted for parcels to arrive and on the spot. Stock 2,762 bbls. September opened with a good demand, and an improvement of 10 cents the first two weeks, \$2 75 @ \$2 85 being paid for North County, but from this time prices again fell off, reaching \$2 50 @ \$2 65 for whole lots, as they run, and selected, small lots from yard, as usual, commanding something more—the stock on hand being chiefly taken up. The second week of October, \$2 62 $\frac{1}{2}$  was paid for North County, as it runs, to arrive and on the spot, and \$2 60 @ \$2 93 for all kinds, in lots as wanted for consumption, the month closing with sales of North County to arrive at \$2 67 $\frac{1}{2}$  as it runs, and \$2 75 @ \$3 for selected thick, rope, &c., &c., in lots as wanted. Stock, 766 bbls. November opened with a small supply, and about the middle of the month, North County to arrive, brought \$2 75 @ \$2 87 $\frac{1}{2}$  as it runs, and lots on the spot \$2 85 @ \$3, declining again, however, after the third week, with sales as it runs as low as \$2 50, and selected, rope, shipping, &c., in lots, \$2 85 @ \$2 87 $\frac{1}{2}$ , Norfolk thin and selected, at the same time, bringing \$2 25 @ \$2 50. Stock on hand, 985 bbls. The first week of December, North County as it runs sold at \$2 60, and Norfolk rope \$2 37 $\frac{1}{2}$ , but the second week the market became irregular and lower, Wilmington (the first received in a long time) and North County selling at \$2 25 afloat; subsequently North County declined to \$2 15 and \$2 12 $\frac{1}{2}$ , and Wilmington was taken to arrive at \$2 25; \$2 12 $\frac{1}{2}$  and \$2 25 being the closing figures to arrive. We may remark that Newbern has generally been preferred, probably because the packages are of a more uniform size, and rather larger than Washington. The shipments of the month were considerable, chiefly to Liverpool, at a freight of 3s. 9d. @ 4s.

The following were the stocks in yard on the first of January :

	1861.	1860.
Turpentine.....bbls.	6,705	9,000
Spirits Turpentine.....	7,612	8,500
Rosin, common.....	46,162	4,500
" all other grades.....	61,397	not known.
Tar.....	1,490	2,200

*Pitch.*—The range of prices, during the year, has been from \$1 50 to \$1 87½ for Southern and City, closing at \$1 70 for City, delivered. The lowest sales were made in October, viz., \$1 50 @ \$1 55 for Southern, on the wharf.

## MONTHLY AVERAGE OF PRICES.

MONTHS.	1860.				1859.			
	Turpen- tine.	Spirits Turp'tine.	Rosin.	Tar.	Turpen- tine.	Spirits Turp'tine.	Rosin.	Tar.
January,.....	\$ 3 47	44½ c.	\$ 1 62½	\$ 2 40	\$ 3 72	49½ c.	\$ 1 70	\$ 2 55
February,.....	3 56½	46 7-16	1 62½	2 40	3 83	49½	1 75	2 71
March,.....	3 58½	47½	1 66	2 57	3 89	53	1 73	2 57
April,.....	3 48¾	45 13-16	1 62½	2 60½	3 93	53 1-5	1 70	2 44
May,.....	3 35	46½	1 60	2 50	3 75	53	1 74	2 42
June,.....	3 37½	43½	1 58½	2 33¼	3 79	47½	1 85	2 32
July,.....	3 21½	38½	1 52½	2 23½	3 65	45½	1 79	2 44
August,.....	2 81¼	39½	1 42½	2 65½	3 41	44½	1 66	2 72
September,.....	2 84¾	40	1 39¾	2 65	3 56	46½	1 56	2 64
October,.....	3 03	40 15-16	1 47½	2 73½	3 62	47	1 57	2 68
November,.....	2 97	39 1-16	1 39½	2 58½	3 57	46	1 55	2 83
December,.....	2 76	33½	1 21¾	2 45	3 47	44½	1 57	2 66
Aver. for year,...	\$ 3 27½	42½ c.	\$ 1 51 3-10	\$ 2 53	\$ 3 68	48 1-5 c.	\$ 1 68	\$ 2 58
" 1859,.....	3 63	48 1-5	1 63	2 58	....	....	....	....
" 1858,.....	3 70	47½	1 56	2 13	....	....	....	....
" 1857,.....	3 69	46½	1 72	2 01	....	....	....	....

N. B.—The quotations of Common Rosin, as given above, are for parcels delivered from yard; lots in yard or afloat are sold at 5 cents less.

The average prices of Spirits Turpentine, as given above, are for Southern straight lots and shipping order, poor and rejected lots always selling at irregular prices, while New-York packages generally command one cent more than Southern straight and shipping order. The monthly average prices of New-York barrels alone were as follows: January, 45 1-16 cents; February, 47½; March, 48 1-5; April, 46 11-16; May, 47 11-16; June, 44 5-16; July, 40½; August, 40 3-16; September, 41½; October, 42 5-16; November, 40 1-16; and December, 34½. Average for the year, 43 1-6 cents.

## WILMINGTON, N. C.

## SHIPMENTS FROM JANUARY 1 TO DECEMBER 31.

	1860.		1859.	
	Foreign.	Coastwise.	Foreign.	Coastwise.
Turpentine,.....bbls.	23,548	52,175	12,717	66,797
Spirits Turpentine,.....	20,400	127,562	9,471	137,740
Rosins,.....	57,425	440,132	22,881	555,636
Tar,.....	6,120	43,056	855	40,255
Pitch,.....	784	5,489	1,065	7,174

## JOURNAL OF NAUTICAL INTELLIGENCE.

## THE BRITISH NAVY.

THE following return, made by the Comptroller of the Navy, shows the number of her Majesty's steamships afloat, building and converting, and the number of effective sailing ships afloat on the 1st of February :

CLASS OF SHIPS.	STEAM.			Effective Sailing Ships Afloat.	Total Steam and Sailing.
	Afloat.	Building or con- verting.	Total.		
Ships of the line, screw,.....	53	.. 14 ..	67	.. *10 ..	77
Frigates, screw, .....	31	.. 12 ..	43	.. †17 ..	69
Ditto, paddle, .....	9	.. ..	9	.. ..	
Block ships, screw, .....	9	.. ..	9	.. ..	9
Iron-cased ships, screw,.....	1	.. 6 ..	7	.. ..	†7
Corvettes, screw, .....	19	.. 4 ..	23	.. ..	23
Sloops, screw, .....	58	.. 14 ..	72	.. 18 ..	125
Ditto, paddle, .....	35	.. ..	35	.. ..	
Small vessels, screw, .....	3	.. ..	3	.. 1 ..	25
Ditto, paddle, .....	21	.. ..	21	.. ..	
Gun-vessels and gunboats, screw, .....	139	.. 4 ..	193	.. ..	195
Despatch vessels, paddle, ...	..	.. 2 ..	2	.. ..	
Floating batteries, screw, ...	8	.. ..	8	.. ..	8
Transports, troop-ships, ten- ders, yachts, &c., screw, ..	17	.. 1 ..	18	.. ..	66
Ditto, paddle, .....	48	.. ..	48	.. ..	
Mortar ships, screw, .....	4	.. ..	4	.. ..	4
Mortar vessels and floats, ...	..	.. ..	..	.. 83 ..	83
Total screw, .....	392	.. 55 ..	447	.. ..	..
Total paddle, .....	113	.. 2 ..	115	.. ..	..
Grand total, .....	505	.. 57 ..	562	.. 129 ..	688

## AN EGYPTIAN FRIGATE.

For some time past considerable consternation has prevailed in Liverpool, owing to rumors that a fever of the most dangerous and fatal description had been introduced into the town by the crew of an Egyptian frigate which lately arrived here from Alexandria. As some of the officials of the Liverpool Southern Hospital and Paul-street Baths had died from malignant fever, the Health Committee ordered their officer to make a report to them on the subject; and, at their meeting in March, Dr. DUNCAN presented a report, from which we extract the following passages: The Egyptian steam frigate SEBAAB GEBALD arrived in the Mersey on the 22d of February, after a lengthened voyage from Alexandria, during which

\* Eight of these and two from the non-effective list are fit to be converted into block ships.

† Four of these are fit to be converted.

‡ One of these ships has just been commenced at Chatham, and tenders for two others have been accepted.

the crew, numbering over 300, crowded together and in a most filthy state, suffered severely from the cold of a northern winter, being unprotected by European clothing. On their arrival about eighty were on the sick list, suffering chiefly from dysentery, diarrhœa, frost-bite, &c.

#### THE BRITISH LIGHT-HOUSE COMMISSION.

An important state document has recently appeared, being the report of the Royal Commission appointed at the close of 1858 to inquire into the condition and management of the lights, buoys and beacons of the United Kingdom. Through the medium of printed categorical circulars and the general post the commission has acquired a vast amount of information at a wonderfully small cost, from mariners, merchants, scientific men, manufacturers of illuminating apparatus and foreign governments, besides which they have personally visited upwards of two hundred light-houses on the coasts of the United Kingdom, the Channel Islands, France and the northern coast of Spain. It turns out from inquiry that "they manage these things better" and more scientifically in France and America. Taking lightships into account, however, the coast mileage lighted shows a rather better proportion for England than France; but as scientific men have the direction of the lights in France, they are placed "so as to cross their fire," and be thus more serviceable to the foreigner, while, as a general rule, the lights are of a better quality, through more attention being paid to the size and bearing of the flame. More attention to these points is paid in Scotland than either in England or Ireland, but it is satisfactory to know that we possess some of the very finest lights in the world. In the United Kingdom there are 404 lights—357 on shore, 47 floating; 197 of them under general and 160 under local authority. The commissioners suggest various improvements in detail, such as the adoption of more red lights in place of any other color, but what is ordinarily termed "white;" but their chief recommendation is that the whole of the lights should be placed under a central board of four members, one to be chosen by the Board of Trade, to be denominated "The Trinity Commissioners for Lights," to include, also, as *ex officio* members, the Astronomer Royal, the Hydrographer to the Admiralty and the Comptroller-General of the Coast Guard. Indeed, the commissioners believe that the Coast Guard establishment may be made of great assistance in carrying out the lighting service of the kingdom. The new board would supersede the Board of Trade, the Trinity House, the Commission of Northern Lights, (Scotland,) and the Dublin Ballast Board, whose authority at present clashes very detrimentally. The proposed body would be represented in the House of Commons either by the Admiralty or the Board of Trade, so far as presenting the annual estimates of the expenditure of the establishment, and answering any questions, but, after the estimates have once passed the House, the central board will have the entire control of the expenditure and management. As to the vexed question of the abolition of light-dues on shipping, the commissioners offer no decided opinion, but appear to favor the principle already recommended to the legislature by four special committees, viz., that the expense of erecting and maintaining our light-houses should be defrayed out of the public revenue.



## DRUMMOND LIGHT.

The Drummond Light is thus described by Mr. BAXTER, in a recent number of "Recreative Science." It is often called the Lime Light:

This brilliant light was the invention of Lieut. DRUMMOND, and was applied by him in conducting the Ordinance Survey in Ireland and Scotland in 1826. Its intensity was such that it was proved by him to be distinctly visible at a distance of ninety-five miles. It is so purely white that the most delicate shades of color may be distinguished by it as correctly as by daylight; while for photographic purposes it is invaluable, as it enables the photographer to work by night as easily as by day. To what extent this light is possessed of actinic properties, or whether this apparent power is due to the total absence of color in its composition, I will leave others to decide. I shall here only attempt to describe the best form of lime light apparatus which is yet known to the scientific world. The lime light gives out but little heat, and does not in any manner vitiate or consume the oxygen of the surrounding atmosphere; hence it is just the kind of light required for crowded rooms, factories, mines, tunnels; in short, wherever it is an object to limit the natural consumption of oxygen.

As a proof of this, I may state that a five-jet lamp, belonging to the Universal Lime Light Company, which was exhibited in the Society of Arts Lecture Room, consumed thirty-six cubic feet of the combined gases in an hour, and did not increase the temperature of the room during that length of time. It gave a more pure and powerful light than their large chandelier, which was subsequently lighted, and which consumed five thousand cubic feet in the hour; the temperature of the room kept increasing, and the atmosphere was vitiated to an unbearable degree at the end of that period. It is hardly necessary to observe that, in common with all other lights of great intensity, it may be used for signal lights, its peculiar steadiness and continuity giving it the advantage over its rival, the electric light. For use at sea, or by the coast guard in case of wreck, and in cases where life and property are at stake, cheapness is a matter of no consideration for a light of this nature; still, where cheapness is combined with utility, the lime light has precedence over all lights, its cost being in pence where others cost pounds. Owing to the total absence of color, it is not only applicable to photographic purposes, but also for picture galleries, shops, &c., &c. It is found to separate the most delicate shades of color, and, what is of more importance, it does not in the slightest degree injure the most delicate fabrics. A single jet of the medium size is equivalent to forty argand, or eighty fish-tail gas-lights, or four hundred wax candles; while its cost is from a halfpenny to five pence an hour, according to the quantity of combined gases consumed, the augmentation of which increases the power of the light. For instance, twice the quantity of gas consumed per hour will give, not twice, but *four* times the amount of light. Comparing it with the illuminating power of common gas, a single jet, consuming four cubic feet of the combined gases per hour, equals that obtained from four hundred feet of coal gas.

## STEAMBOAT DISASTERS ON WESTERN RIVERS.

The following (from the *St. Louis Bulletin*) is a summary and detailed statement of accidents and disasters to steamboats, barges, canal and coal boats, and other river craft, on the Western rivers during the year 1860. The number is unusually large, and the loss of life attending the disasters is also above the average of former years. The following is a synopsis of the statement :

Number of steamboats destroyed and damaged,.....	299
Number of canal boats and barges,.....	48
Coal and flat boats,.....	208
Steamboats totally destroyed,.....	120

The disasters are attributed to the following causes :

Sunk,.....	111	Damaged by storm,.....	39
Burned,.....	31	Breaking machinery,.....	21
Explosion,.....	19	Collisions with river bank,.....	8
Collision,.....	24	Total loss of life,.....	254
Snagged and damaged,.....	44		

The total loss in steamboat property, including canal boats, coal boats and barges, exceeds \$2,000,000. The loss on cargo cannot be ascertained.

## THE BRITISH AND AMERICAN LIFE-BOAT SOCIETIES.

It is gratifying to record the interchange of courtesies and good offices between the societies of England and the United States, having the common object of humanity and of ameliorating the lot of those whose lives are periled on the great deep.

A few months ago the National Life-boat Institution presented, through Mr. R. B. FORBES, to the Massachusetts Humane Society, a beautiful model of its life-boat, and a complete set of the journal of its transactions. The British Life-boat Institution also forwarded its thanks, inscribed on vellum, to Miss DIX, an American lady, in acknowledgment of her long and valuable services in the cause of humanity, and particularly of her zealous exertions in aiding to establish four life-boats on the British possession of Sable Island, on the coast of North America. At a general meeting of the American Society, held at Boston, Massachusetts, the Hon. DAVID SEARS, President, in the chair, these presents were thus suitably acknowledged :

"The trustees of the Massachusetts Humane Society desire to reciprocate in the most cordial manner the respect and kind feeling on the part of the British Royal National Life-boat Institution, and to express their readiness to co-operate with it in all practicable ways, and especially in the interchange of information and suggestion, for the promotion of the humane objects common to both societies. They look with satisfaction on every event, whether of individual, social or international courtesies, which help to preserve and strengthen friendly relations between the people and governments of England and the United States. They have shared largely in the universal enthusiasm and kind feeling awakened among all classes of our citizens by the recent visit to this country of his Royal Highness the Prince of Wales, and cherish the hope that this event, so interesting in itself, is destined to be prominent and beneficent in the

influence it will exert to bind us together in strong and enduring amity, so that the two great nationalities of the Anglo-Saxon race, distinct in the forms, but in many respects similar in the spirit of their institutions, with a common lineage, language and literature, may ever be one undivided power on the earth, exerted always in behalf and for the promotion of the highest and best interests of mankind. (Signed,)

S. K. LOTHROP,

*Corresponding Secretary of the Massachusetts Humane Society.*

#### NEW LIGHT-HOUSES.

*Official communications from the Light-House Board at Washington.*

THORNTON A. JENKINS, U. S. Navy, Secretary of the Light-House Board.

THE MEDITERRANEAN.—1. *Fixed Light at the Mouth of the Ebro.*—Official information has been received that on and after the 15th day of September, 1861, a light will be exhibited from a temporary light-house, erected on Cape Tortosa, which forms the eastern extremity of Buda Island, or of the Delta of the river Ebro. The light is a *fixed white* light, and is visible on all points seaward through an arc of  $270^\circ$ , or between the bearings of N. E. by E.  $\frac{3}{4}$  E. round by W. to S. S. E.  $\frac{1}{4}$  E. It is placed at an elevation of 34 feet above the mean level of the sea, and should be seen in clear weather, from the deck of a ship, at a distance of 11 miles. The illuminating apparatus is dioptric, or by lenses, of the fifth order. The tower is a skeleton wood-work, 31 feet high, surmounted by a lantern with a white top; and twenty yards to the westward is the keeper's dwelling, which is a hut thatched with reeds. The tower stands in lat.  $40^\circ 43' 0''$  N., long.  $0^\circ 56' 54''$  east of Greenwich. The bearings are magnetic. Variation  $18^\circ 30'$  W. in 1861.

2. *Fixed Lights on the Pedagne Rocks, Brindisi.*—On and after the 31st day of January, 1861, a light will be exhibited from a light-house erected on the northwestern of the Pedagne rocks at the entrance of Brindisi harbor. The light is a *fixed white* light, varied by a flash once every three minutes; the flash is preceded and followed by a short eclipse. The elevation of the light is 72 feet above the mean level of the sea, and it should be seen in clear weather, from the deck of a ship, at a distance of 13 miles. The illuminating apparatus is dioptric, or by lenses, of the fifth order. The tower is a column rising from a small circular building 36 feet high and colored white. Its position is given as lat.  $40^\circ 39\frac{1}{2}'$  N., long.  $17^\circ 59' 32''$  E., or two miles westward of the longitude in the Admiralty charts.

3. *Revolving Light on Point Torre di Penne.*—Also, that a light will be exhibited from a light-house erected on Point Torre di Penne, near Brindisi, on the southeast coast of Italy. The light is a revolving *white* light, attaining its greatest brilliancy every half minute; the elevation of the light is 129 feet above the mean level of the sea, and should be seen in clear weather, from the deck of a ship, at a distance of 20 miles. The illuminating apparatus is dioptric, or by lenses, of the third order. The tower is circular, 82 feet high, and colored white; and at the foot of it is a rectangular building. Its position is given as lat.  $40^\circ 41' 05''$  N., long.

17° 56' 18" east of Greenwich, or 3 miles westward of the longitude in the Admiralty charts.

SPAIN AND FRANCE.—4. *Fixed White Light at Llanes*.—On and after the 30th day of September, 1861, a light will be exhibited from a light-house recently erected on Point San Antonio, on the southern shore of the mouth of the estuary of the Llanes, in the province of Oviedo, on the north coast of Spain, in the Bay of Biscay. The light is a *fixed white* light, placed at an elevation of 64 feet above the mean level of the sea, and should be visible in clear weather, from the deck of a ship, at a distance of 9 miles. The illuminating apparatus is dioptric, or by lenses, of the sixth order. The tower, which is octagonal and 26 feet high, is attached to the north front of the keeper's house, and both are painted white. Its position is in lat. 43° 26' 45" N., long. 4° 45' 31" west of Greenwich.

5. *Fixed and Flashing Light at Cartaya*.—On and after the 1st day of April, 1861, a light will be exhibited from a light-house recently erected at a place called Rompido de Cartaya, on the left bank, at the entrance of the river of Las Piedras, on the southwest coast of Andalusia. The light is a *fixed white* light, varied by a flash every four minutes. It is placed at an elevation of 79 feet above the mean level of the sea, and should be seen in clear weather, from the deck of a ship, at the distance of 14 miles. The illuminating apparatus is dioptric, or by lenses, of the third order. The tower is circular, 36 feet high, and of a yellow color; it is surmounted by a lantern painted green. It stands in the centre of the southern face of the keeper's dwelling, which latter is square. The position of the tower is in lat. 37° 11' 5" N., long. 6° 58' 25" west of Greenwich.

6. *Red Lights at the entrance of the Guadiana*.—On and after the 1st day of May, 1861, two new lights would be exhibited on Canela Island, near Canela Point, on the left bank of the mouth of the River Guadiana, to aid in crossing the Bar of Ayamonte. The lights are *fixed red* lights. The northern of the two is placed at an elevation of 22½ feet, and the southern one 21 feet above the mean level of the sea, and should be visible in clear weather, from the deck of a ship, at a distance of 8 miles. Each light is placed on a column to the eastward of the light-house keeper's dwelling. The position of the lights is in lat. 37° 10' 30" N., long. 7° 16' 38" west of Greenwich, and 3 miles from the bar. They are changed whenever the position of the bar alters.

7. *Green Lights at Cristina Island*.—On and after the 1st day of March, 1861, two new lights would be exhibited from La Punta, or the point to the south of the town of Isla Cristina, for crossing the bar at that place. The lights are *fixed green* lights. The northern one is placed at an elevation of 26 feet, and the southern one 16 feet above the mean level of the sea, and should be seen in clear weather, from the deck of a ship, at the distance of 7 miles. Each light is placed on a column to the eastward of the light-keeper's dwelling. The position of the lights is in lat. 37° 10' 45" N., long. 7° 13' 45" west of Greenwich, and one mile from the bar.

8. *Alteration of Lights at Huelva*.—On and after the 1st day of March, 1861, two new lights would be placed on Punto del Padre Santo, on the

east shore of the mouth of the River Odiel, in lieu of those now in use. The lights are *fixed white* lights. The northern one is placed at an elevation of  $27\frac{1}{2}$  feet, and the southern one  $16\frac{1}{2}$  feet above the mean level of the sea, and should be seen in clear weather, from the deck of a ship, at a distance of 8 miles. Each light is placed on a brown column to the westward of the light-keeper's dwelling. The position of the lights is in lat.  $37^{\circ} 7' 30''$  N., long.  $6^{\circ} 47' 25''$  west of Greenwich, and three-quarters of a mile from the bar.

9. *Red Light on the Sénéquet Rock.*—On and after the 20th day of February, 1861, a light will be exhibited on the tower recently built on the Sénéquet Rock, in the Déroute Passage, about 6 miles north of Regneville, on the west coast of the Department of La Manche. The light will be a *fixed red* light, placed at an elevation of 55 feet above high water, and should be visible from the deck of a ship, in clear weather, at a distance of 10 miles. The tower stands in lat.  $49^{\circ} 5' 32''$  N., long.  $1^{\circ} 39' 49''$  west of Greenwich.

10. *West Coast—Change in the Biarritz Light.*—The Biarritz Light, which now revolves once every 30 seconds, will be changed to a light revolving every 20 seconds, showing alternately a *white* and *red* face, which should be visible in ordinary weather at a distance of 22 miles. Biarritz light tower stands about  $2\frac{1}{2}$  miles southwest of the entrance of the River Adour, in the southeastern part of the Bay of Biscay, lat.  $43^{\circ} 29' 38''$  N., long.  $1^{\circ} 33' 19''$  west of Greenwich.

11. *Lights at the Port of Cette.*—On and after the 15th day of February, 1861, the following changes will take place in the position of the lights of the port of Cette, on the south coast of France, in the Mediterranean: 1. The great fixed light of the port will be changed to the tower recently built in the centre of St. Louis mole-head. It will be placed at a height of 105 feet above the mean level of the sea, and should be visible from the deck of a ship, in an ordinary state of the atmosphere, at a distance of 15 miles. The tower, which is 88 feet high, stands in lat.  $43^{\circ} 23' 50''$  N., long.  $3^{\circ} 42' 1''$  east of Greenwich. 2. The two small lights vertical on the sea-mark near Fort Richelieu will be changed to the southwest angle of that fort, at about 840 yards W. by N.  $\frac{1}{2}$  N. of the Mole-Head Light, so as to form with it leading lights for the eastern entrance of the harbor. These lights, which will be elevated 272 feet above the level of the sea, will be visible at a distance of 4 miles in ordinary weather; but they blend and appear as one light when beyond the distance of one mile and a half. They will be replaced at a later period by lights which will be established, one on the extremity of the Frontignan Jetty, the other on the northeast pier head of the detached briselame or breakwater which shelters the entrance of the port. All bearings are magnetic. Variation  $17^{\circ} 35'$  W. in 1861.

BALTIC—GULF OF FINLAND.—12. *Lights at Kronstat.*—The following alterations will be made in the lights at Kronstat, prior to the opening of the navigation in the spring of 1861: The three fixed lights in the centre of the fort of Emperor PAUL I., or Risbank Fort, will be discontinued. The eastern light on Nicholas Battery, at Kronsloot, which is now 45 feet above the mean level of the sea, will be raised 58 feet above the same level, and should be visible from the deck of a ship, in clear weather, at a



distance of 12 miles. The western light, which is now 21 feet above the mean level of the sea, will be raised 23 feet. This increase of height will make no alteration in the horizontal arc through which the light will be visible.

13. *Werko Matala Beacon, off Biörkö*.—A red beacon has been placed on the southeast side of the Werko Matala or bank, near the entrance of Biörkö Sound, with the tower on Pitko-nemi or point W. S. W.  $\frac{1}{4}$  S., and the northeast point of Biörkö N. W. northerly. The white beacon on the eastern part of the bank will be removed. The bearings are magnetic. Variation at Biörkö,  $6^{\circ} 20'$  W. in 1861.

THE RED SEA.—14. *Revolving Light on Perim Island, Strait of Bab-el-Mandeb*.—On and after the 1st day of April, 1861, a light will be exhibited from a light-house recently erected on Perim Island, in the Strait of Bab-el-Mandeb, at the entrance of the Red Sea. The light is a *white revolving light*, attaining its greatest brilliancy once in four minutes. It is placed at an elevation of 241 feet above the mean level of the sea, and should be seen in clear weather, from the deck of a ship, at the distance of 22 miles. The position of the light-house is on moderately high ground, about 1,100 yards to the southwest of the northeastern bluff point of the island, and stands in lat.  $12^{\circ} 40' 20''$  N., long.  $43^{\circ} 28' 10''$  east of Greenwich.

CUBA.—15. *St. Jago de Cuba*.—The light-house on the Morro of St. Jago de Cuba, lat.  $19^{\circ} 57' 29''$ , and long.  $69^{\circ} 43' 12''$  west of Cadiz; the light that formerly existed there has been replaced by a fourth order lens of the system of Fresnel, showing a revolving white light, with flashes at intervals of two minutes. The light is elevated about 222 feet above the mean level of the sea, and should be seen, under ordinary circumstances of weather, at a distance of about 21 nautical miles.

THE PACIFIC AND AUSTRALIA.—16. *Flashing Light on the Race Rocks, Vancouver Island*.—On or about the 1st January, 1861, a light would be exhibited from a light-house recently erected on the Race Rocks, in Juan de Fuca Strait, at the southeast extreme of Vancouver Island. The light is a *flashing white light*, showing a bright flash every *ten seconds*, placed at an elevation of 118 feet above the level of the sea at high water, and should be seen in clear weather, from the deck of a ship, at a distance of 18 miles. The illuminating apparatus is dioptric, or by lenses, of the second order. The tower stands in lat.  $48^{\circ} 17' 30''$  N., long.  $123^{\circ} 32' 15''$  west of Greenwich.

17. *Directions for Esquimalt and Victoria Harbors, by Captain RICHARDS, R. N.*—The Race Rocks tower can be distinctly seen at the distance of 12 miles. On nearing it vessels should round it at a distance of from half a mile to a mile; the outermost danger is a rocky patch of 5 feet, lying S. E. by E., between 3 and 4 cables from the Great Race. On rounding the Race islands, Fisgard Island fixed light will be seen, and should be steered for, on a bearing N.  $\frac{1}{4}$  W., which will lead clear of the reef extending a short distance off Albert Head. Keep the bright light in full view; if a vessel gets too far to the westward it will appear dim, and shortly become shaded or green, when she should immediately steer out to the eastward until it again shows bright. This precaution is especially necessary on account of the tides, which, during springs, run as much as 6 knots in the neighborhood of the Race Rocks; the ebb runs almost in

a direct line from Haro Strait to the rocks, and sets between them and the shore. There are also tide-races in the vicinity, dangerous for boats or small craft. When to the northward of Albert Head, and desiring to anchor in Royal Roadstead, a vessel should bring Fisgard Island light to bear N. by W., when she will have 10 fathoms good holding ground, or, if desired, she may stand to the westward until the light becomes shaded green, when she should *immediately* anchor. Entering Esquimalt harbor the light should be left from one to two cables' lengths on the port hand, and when it bears S. by W., at a convenient distance, a ship may anchor in 7 fathoms, or stand into Constance cove if preferred. When the light bears N. W. by W. it changes from bright to red, and shows the latter color within the harbor. Entering Esquimalt from the eastward, the light should not be steered for until it shows bright, which is the mark for clearing Brotsky Ledge and the Scrogg Rocks; when the light changes from red to bright, it leads about half a cable clear of the Scrogg Rocks. The course for the entrance of Victoria harbor, after rounding the Race light-house, is N.  $\frac{1}{2}$  E., (allowing for tides,) and when Fisgard Island light changes from bright to red a vessel will be scarcely a mile from the shore. Ships, however, above the size of coasters, unless acquainted with the neighborhood, are recommended not to run for Victoria harbor at night, when they would not be able to enter; but rather to anchor in Royal Roadstead for daylight. With S. E. winds and stormy weather a ship should invariably run into Esquimalt harbor, which she can do with great facility by the assistance of the light on Fisgard Island. The bearings are magnetic. Variation  $22^{\circ} 4'$  in 1861.

18. *Fisgard Island—Light at Esquimalt.*—On the 19th November, 1860, a light was exhibited from a tower recently erected on the summit of Fisgard Island, at the entrance of Esquimalt harbor. The light is a *fixed* light, and is visible through an arc of  $220^{\circ}$ . It shows *green* when bearing between N. by E.  $\frac{2}{3}$  E. and N.  $\frac{1}{4}$  W., *white* from N.  $\frac{1}{4}$  W. to N. W. by W.  $\frac{1}{3}$  W., and *red* towards the harbor, or from N. W. by W.  $\frac{1}{3}$  W. round by W. to S.  $\frac{1}{2}$  E. It is placed at an elevation of 70 feet above the level of the sea at high water, and should be seen in clear weather, from the deck of a ship, at a distance of 10 miles. The illuminating apparatus is dioptric, or by lenses, of the fourth order. The building consists of a keeper's dwelling of brick, with a tower 57 feet high, whitewashed, and surmounted by a lantern painted red. Its position is in lat.  $48^{\circ} 25' 38''$  N., long.  $123^{\circ} 27' 10''$  west of Greenwich. The bearings are magnetic. Variation in 1861,  $22^{\circ} 5' E.$

19. *Change of Light on Glenelg Jetty.*—On and after the 1st day of December, 1860, a permanent *green* light would be exhibited at the outer end of Glenelg Jetty, Gulf of St. Vincent, instead of the red and white occasional light hitherto shown. The light is a *fixed* green light, elevated 29 feet above the level of the sea at high water, visible in all directions seaward, and should be seen from a distance of 6 miles. The position of the light is in lat.  $34^{\circ} 59' 30'' S.$ , long.  $138^{\circ} 33' E.$  of Greenwich. Vessels anchoring off Glenelg Jetty should bring the light to bear E. by N., and anchor in not less than 5 fathoms. Coasters may approach the end of the jetty very closely, but care should be taken to avoid a shoal patch on an oyster bank lying about a mile to the southward of the township. There is a depth of  $10\frac{1}{2}$  feet at the end of the jetty at low water of spring tides. The bearings are magnetic. Variation  $5^{\circ} 20' E.$  in 1861.

## SUBMARINE TELEGRAPHIC CABLES.

Official information has been received by the Light-House Board, Washington, from the Ministry of Marine at Copenhagen, Denmark, that submarine telegraphic cables have been laid down, besides at the places formerly brought to notice in the Sound and the Belts, also at the following places :

I. *In the Great Belt.*—The telegraphic cable earlier laid down is situated in the following marks : Two white-painted beacons, erected on "Knudshovedlandet," in Fyen, in the direction of W.  $\frac{1}{2}$  S. and E.  $\frac{1}{2}$  N. to one another, mark the line from this point to the Sprogö West Reef, and two on the Sjælland side erected white-painted beacons, in the direction of W.  $\frac{1}{2}$  N. and E.  $\frac{1}{2}$  S. to one another, mark the line over the "Ostre-Rende." South of Sprogö, buoys have been laid down for the purpose of indicating the situation of the cable at that place. A quarter of a mile to the north of the above-mentioned cable, a new telegraphic cable has been laid down, which, starting from what is called the "Stjerneskanse," (Starfort,) E. of Nyborg, in the direction of E. and W. north of Sprogö, in  $3\frac{1}{2}$  fathoms water ; herefrom passes over to Halskov, north of Halskov Reef, in the direction of E.  $\frac{1}{2}$  S. As well on Fyen as on Sjælland, the situation of the cable is marked by two great white-painted beacons, and at the coast of Sprogö, where the cable passes nearest to the land, by a great nun buoy, with a white pole and flag.

II. *In the Little Belt.*—Between "Boyden," on Fyen, and "Fyenshav," on Als, a telegraphic cable is laid down, the situation of which, on either shore, is marked by two great white-painted beacons. The direction of the cable is—the beacons held in one in S. W. and N. E.

III. Between Sjælland, Möen, Falster and Lolland, the following telegraphic cables are laid down :

1. Between the ferry bridges at Kallehauge, on Sjælland, and Koster, on Möen, in the direction of N.  $\frac{1}{4}$  E. and S.  $\frac{1}{4}$  W.

2. In "Grönsund," between the ferry bridge on Möen and Falster, in the direction of N. to E. and S. to W.

3. Between Nikiöbing, on Falster, and Sunby, on Lolland, in the direction of W. S. W.  $\frac{1}{2}$  W. and E. N. E.  $\frac{1}{2}$  E.

At Koster, Grönsund, on Falster, and Sunby, on Lolland, two white-painted beacons are erected at each place, which, held in one, mark the line of the telegraphic cables. All mariners are requested not to anchor over or in the vicinity of the above-mentioned telegraphic cables, as any person, wilfully or by negligence, damaging the same, shall be made answerable to punishment and indemnification in accordance with the laws.

## SAVING THE CREWS OF STRANDED VESSELS.

A series of exceedingly interesting experiments, having for their object the providing a certain means of communication between stranded vessels and the shore as a means of preserving the lives of their crews at a time when communication by boat would be impossible, was brought to a close at Portsmouth, in a most satisfactory manner, in March last. The

trials have extended over a period of some months, and the means proposed to be employed have been tested in every possible way by the gentleman who has suggested, in fact, carried it out at his own expense, Lieutenant G. S. NARES, senior lieutenant of Her Majesty's ship *BRITANNIA*, Captain ROBERT HARRIS, the naval cadet training ship in Portsmouth harbor. Lieutenant NARES employs the common kite principle as his chief agent; but while he sends his kite away to leeward, and consequently towards the shore, he retains the means on board the stranded vessel of bringing down the kite when flown sufficiently beyond the beach, or over the cliff, so that the line attached to the kite may be hauled upon by the people on shore, and the end on board the vessel being attached to a hawser, and the latter on reaching the shore being hauled up the cliff, a means of escape to the crew and passengers, however numerous they may be, so long as the vessel holds together, or however violent may be the surf which intervenes between the ship and the land, is open to all with the most perfect safety by a boatswain's cradle, basket or slung cask, being attached to the hawser, and hauled backwards and forwards by the people of the vessel and those on shore. To bring the kite to the ground when sufficiently advanced beyond the face of a cliff or high-water mark, Lieutenant NARES has a second line attached to the right angle of the kite; holding on to this line, and letting go the flying line of the kite, the latter instantly capsizes and descends to the earth. This mode is applicable to the rescue of the crew of a vessel which has been driven well on shore, but is in a position, either from the surf or the formation of the coast, in which no vessel can approach her. Another mode in which this life-kite may be used, is where it may be able to effect a landing on a beach to leeward, but the boats are washed overboard or stove, or the position in which the vessel may lie on a bed of rocks may render boats useless. In this case the flying-line of the kite is attached by a toggle to the bung-hole of a cask, to a couple of breakers with a boat's mast lashed athwart them, or round a man's chest, with the knot between his shoulders; in either case the kite finds the supporting power, and conveys the object its line is fast to on shore, another line being attached to the cask, raft or man from the vessel, and the communication with the shore is complete. The particular credit due to Lieutenant NARES consists in his having, by his second line, devised a means of bringing the kite to the ground at the moment required, and in also making use of the kite in attaching its flying line to an object in the water, a carrier of his hawser's hauling line to the people on the shore. Kites have been tried before, but have failed for the want of these two great requisites. A few years since a vessel drove on shore on the Devon coast, close under the land. The captain sent up a kite, which flew over the people's heads on the shore, but they had no means of reaching it, and the whole of the unfortunate crew perished in the sight of the people on shore, who were there ready to aid them could the line from the kite overhead have reached their hands. In March last the brig *MERCY*, of Bristol, was wrecked at Porthleven, in Mount's Bay. A tremendous surf was running, but to save the crew it was necessary to form some communication otherwise than by boat. A cask was thrown overboard among the breakers, with a small line attached, and was, after great difficulty and risk of life on the part of the people on shore, got hold of, and a hawser hauled on shore, to which a swung basket was

attached, and the crew were saved. In this case the kite would have conveyed the cask to the people on the beach without their having to risk their lives by running into the breakers and surf to lay hold of it. The concluding experiments by Mr. NARES were made from Her Majesty's steamer *BULLFINCH*, Lieutenant JAMES. The *BULLFINCH* on this occasion was 600 yards from the shore, and the experiments answered perfectly. Lieutenant NARES has presented his plan to the Shipwrecked Fishermen's Society, and also the 50 guineas which had been awarded him.

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#### LEAKY VESSELS.

A Liverpool paper gives the following account of an ingenious application of the screw principle, which has recently been tried on the Mersey. It consists of a very cheap and simple apparatus (which can be stowed away in a box) for pumping leaky vessels, and which may, probably, in a three-knot stream, assist in loading or unloading cargo. This invention has deservedly met with considerable commendation from the government emigration officer, Lieutenant PRIOR, R. N., by the surveyors of LLOYD'S, and of many other practical men who have seen it in operation. The inventor is Mr. ROBERT FORMBY, son of the oldest and most eminent physician in this town. The apparatus, which has been made for a vessel of 500 tons, consists of a two-bladed screw of a semi-disc form; it is attached to a jointed rod, which gives motion to the axle of a small-toothed bevel wheel, fixed on the vessel's deck right astern, and completely out of the way of all traffic. This again works another wheel on the end of a shaft extending longitudinally along the bulwarks, and connecting with the lower limb of a bell-crank working about six feet from the deck, the upper limb of which is connected by a rod with an upright arm springing from the centre of a horizontal lever-beam, to the end of which the pump rods are jointed. When the vessel is going three or four knots an hour the action of the pumps, the stroke of which can be increased or diminished in a minute, is rapid, and causes a discharge of water nearly equal to the quantity a body of men could pump. At six or seven knots speed the quantity is considerably increased, and nearly fills the nozzles. Considering that the screw never tires, this result exhibits a great advantage over manual labor. By a very simple arrangement the pumps are prevented from choking, as ships' pumps general do. The apparatus can, by a very simple movement, be thrown out of gear. The method of stopping the rotatory motion of the screw previous to hauling it in is very simple. An "extinguisher," formed of sheet iron of a lamp-shade shape, is placed on the rod connected with the screw, and rapidly descends, occasioning an immediate stoppage. It can then be hauled in without difficulty. When we consider, that in the month of October thirty-nine vessels foundered through springing leaks, and that the severe labor of pumping tends greatly to occasion sickness among seamen, and consequent incapacity for other necessary work, the advantages of this invention must surely be patent to the mercantile world.

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#### RAISING SUNKEN VESSELS.

It is well known that the expense of the ordinary method of raising sunken vessels is such, that in many cases all attempts are abandoned,



and valuable property is sacrificed and irrecoverably lost. It is said that in certain circumstances this loss may be prevented and the sunken vessels recovered in the following manner: At low water, a number of empty casks or air-tight caissons, or one or two ships or barges, are to be attached by strong ropes or hawsers to parts of the sunken ship, and the ropes hove in tight. As the tide rises, the vessels become more and more immersed in the water, until the weight of the additional volume of water displaced by the whole of them equals the force necessary to raise the ship. When the tide is nearly at its height, the vessels, with the sunken ship under them, are removed towards the shore, until she touches the ground again. If the ship be then in such a position that the falling tide will leave her above water, when at its lowest, the vessels are cast off; but if not, they are hove down as before, and the process described is repeated. The number of air-tight vessels may be thus approximated to. On the sunken ship, the pressure downward is the weight of the ship and of the cargo; and the pressure upward is the weight of a volume of water equal to that occupied by the material of the ship and by the cargo. If the ship be built of wood, the specific gravity of the mass could not much exceed unity—that is, the weight of the whole mass would be about the same as that of an equal volume of water. There would then remain to be overcome by the water-tight vessels a pressure equal to the weight of the cargo when placed in water. When this pressure is found, there must be a number of water-tight vessels, such that their weight, together with the weight of cargo when in water, shall equal the weight of the volume of water displaced by these vessels. This method is reported to have been successfully adopted for the recovery of several small vessels.

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#### FLOGGING IN THE BRITISH NAVY.

A return has been made public of persons flogged in the navy in the year 1859. The total number of persons flogged was 951, and 30,329 lashes were inflicted. The highest number of lashes given was 50, while six marks the lowest. The *BRUNSWICK* has the unfortunate distinction of supplying the highest return, viz.: 1,194 lashes, which was supplied to 30 men. The *LIFEX* ranked next to the *BRUNSWICK*, 27 men having on board her received 954 lashes; and the *SPY*, a wretched little brigantine, with only 45 men, actually shows that her commander punished more than 25 per cent. of his crew. The offences of which our seamen are chiefly guilty are, it appears, drunkenness, insubordination, disobedience, theft and desertion. In one case, on board the *BOSCAWEN*, we are told that the punishment was inflicted for the use of obscene language on duty; and, in the *HORNET*, 84 lashes were given between two men for smuggling spirits into the ship. In six instances, "making false charges" brought the culprits to the gangway.—*Army and Navy Gazette*.

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#### THE GREAT EASTERN.

The directors of the Great Ship Company had compiled a report that was to be presented to the shareholders at a public meeting to be held at the London Tavern on the 28th March. They congratulate the shareholders

that the trial trip to New-York was made at a loss of only £344 odd. As explained in their previous report, it was their intention to have despatched the ship on a second voyage to New-York on the 17th of October last, but, after considering the requirements of the Board of Trade for one voyage only, and the very imperfect state of the decks laid down by Mr. J. SCOTT RUSSELL under his contract, the directors, with the advice and concurrence of some of the largest proprietors, whom they invited to confer with them on the subject, abandoned that intention. They then reduced the staff and all other expenses as much as possible, and proceeded with the alterations and repairs. The bearing of the screw shaft was far the most serious task. By very skilful arrangements the necessity of removing the shaft from the ship was overcome, and the work has made such progress as to leave no reasonable doubt of its satisfactory completion, together with the feed pumps to the paddle-boilers, recommended by the Board of Trade, in the ensuing month. The main deck has been sheathed with  $1\frac{3}{4}$  inch boards over a layer of tarred patent felt, thus forming a double deck. The directors believe that by these means the deck (hitherto a constant source of injury and annoyance) will be watertight, and the inconveniences thoroughly removed. The saloon and cargo decks have been caulked, and many other minor but important works are in progress. The question of future employment for the ship has received the most serious consideration of the directors. The want of public confidence in the ship has hitherto baffled the directors in their endeavors to obtain sufficient passengers and freight to remunerate the proprietors. They hope that the voyage to America has, in a great degree, removed the impediment. The passengers unanimously expressed their appreciation of the ease and comfort they enjoyed, and the total absence of sea-sickness, even to the most sensitive. Her excellence as a sea boat has been proved, and notwithstanding the inevitable disadvantages of an experimental voyage, the directors can now place full reliance on her steady speed. They believe that another successful voyage to America will establish the desired confidence, and that she might then be profitably employed in any trade where her great capacity and power can be developed. It is clear that by a computation of her speed now established, she would accomplish a voyage to India or Australia within forty days, upon a ration of consumption of coals far below that of other steamships. The directors have, therefore, resolved upon despatching the ship to America early in April, 1861, and they hope that the receipts from all sources will at least equal the expenditure, as experience has proved that the working expenses of this ship may be reduced to the ordinary charges of merchant steamers, which reduction the directors are determined to effect.

## CHAMBERS OF COMMERCE AND BOARDS OF TRADE.

*Special Meeting of the New-York Chamber of Commerce, Friday,  
April 19th, 1861.*

IN answer to a call issued by the President of the Chamber of Commerce, the meeting took place April 19th, PELATIAH PERIT, Esq., President, presided, and made the following address :

We are assembled to-day in special meeting, at the written request of many of our members, according to the requirements of our by-laws.

It has been the habit of this board not to intermeddle with the political questions which agitate the country, but there are occasions on which the ordinary rules of proceedings must give way to peculiar emergencies, and such an occasion has arisen to-day.

The nation has, in the course of events, sudden and unexpected, reached a crisis unprecedented in our history, when the safety of the government is threatened, and when the President of the United States, compelled by this alarming state of things, has called on the citizens to rally to the defence of the government: as an influential body of men in this commercial centre, we are bound to respond heartily to this call.

I trust, gentlemen, that in the discussions of this morning we shall forget all party distinctions, and with unanimity and warm hearts rally in support of a constitution and government the best in the world, and under which we have lived and prospered since the close of the revolutionary war. All which has been ours in times past, which constitutes our hope for times to come, is at stake. Under the specious name of secession, traitors have seized the public property, have attacked the national forts, and are now threatening the national capital. The prime of our young men are marching to its defence. Let us meet the crisis like patriots and men. There can be no neutrality now; we are either for the country or for its enemies.

Mr. OPDYKE rose, and stated that he held in his hand a series of resolutions which he would offer for the suffrage of the Chamber :

*Whereas*, Our country has, in the course of events, reached a crisis unprecedented in its past history, exposing it to extreme dangers, and involving the most momentous results; and *whereas*, the President of the United States has, by his proclamation, made known the dangers which threaten the stability of government, and called upon the people to rally in support of the constitution and laws; and,

*Whereas*, The merchants of New-York, represented in this Chamber, have a deep stake in the results which may flow from the present exposed state of national affairs, as well as a jealous regard for the honor of that flag under whose protection they have extended the commerce of the city to the remotest part of the world: Therefore,

*Resolved*, That this Chamber, alive to the perils which have been gathering around our cherished form of government and menacing its overthrow, has witnessed with lively satisfaction the determination of the President to maintain the constitution and vindicate the supremacy of government and law at every hazard. (Cheers.)

*Resolved*, That the so-called secession of some of the Southern States, having at last culminated in open war against the United States, the American people can no longer defer their decision between anarchy or despotism on the one side, and, on

the other, liberty, order and law, under the most benign government the world has ever known.

*Resolved*, That this Chamber, forgetful of past differences of political opinion among its members, will, with unanimity and patriotic ardor, support the government in this great crisis, and it hereby pledges its best efforts to sustain its credit and facilitate its financial operations. It also confidently appeals to all men of wealth to join in these efforts.

*Resolved*, That while deploring the advent of civil war, which has been precipitated on the country by the madness of the South, the Chamber is persuaded that policy and humanity alike demand that it should be met by the most prompt and energetic measures; and it accordingly recommends to government the instant adoption and prosecution of a policy so vigorous and resistless that it will crush out treason now and forever.

*Resolved*, That the proposition of Mr. JEFFERSON DAVIS to issue letters of marque to whosoever may apply for them, emanating from no recognised government, is without the sanction of public law, but piratical in its tendencies, and, therefore, deserving the stern condemnation of the civilized world. It cannot result in the fitting out of regular privateers, but it may in infesting the ocean with piratical cruisers, armed with traitorous commissions, to despoil our commerce and that of all other maritime nations.

*Resolved*, That in view of this threatening evil, it is, in the opinion of this Chamber, the duty of our government to issue at once a proclamation warning all persons that privateering under the commissions proposed, will be dealt with as simple piracy. It owes this duty not merely to itself, but to other maritime nations, who have a right to demand that the United States government shall promptly discountenance every attempt within its borders to legalize piracy. It should, also, at the earliest moment, blockade every Southern port, so as to prevent the egress and ingress of such vessels.

*Resolved*, That the Secretary be directed to send copies of these resolutions to the Chamber of Commerce of other cities, inviting their coöperation in such measures as may be deemed most effective in strengthening the hands of the government in this emergency.

*Resolved*, That a copy of these resolutions, duly attested by the officers of the Chamber, be forwarded to the President of the United States.

Mr. OPDYKE, on presenting the above, remarked that they emanated from patriotic motives, and were addressed to such. The cherished flag of our country had been lowered at the demand of traitors, and it was the duty of this body to come promptly forward and tender its fullest aid to the government in this emergency. He hoped the resolutions would be adopted by acclamation.

Mr. JAMES GALLATIN said there was no excuse for secession in the election of Mr. LINCOLN, who was constitutionally elected. The seceding States had plunged the country into civil war, without any just pretext. The people of the South do not complain, but demagogues and traitors, usurping the government of the States, belie history to justify their conduct. His means and services, to the best of his ability, should be devoted to the maintenance and defence of his country, and he was happy to know that this was the sentiment of this great commercial community. (Applause.)

Mr. PHILLIPS thought the resolution should express itself in favor of a speedy blockade of the Southern ports, more emphatically than was expressed in the resolutions. He, therefore, offered a resolution in favor of the immediate blockade of every Southern port. Mr. PHILLIPS consented to withhold his resolution.

Mr. ROYAL PHELPS said the merchants had laid their case before the administration, and assurance had been received that immediate and efficient measures would be taken to blockade every Southern port.

(Loud applause, and cries of "Good.") Mr. ROYAL PHELPS said that steps which at first were not called treason had now become such. Although not authorized to speak for others, he believed he should speak the universal sentiment of the democratic merchants of this city, when he said he would support the government fully, earnestly, enthusiastically. (Loud applause.) The country is in the midst of a struggle for its existence, and the duty of every citizen, irrespective of party, is to uphold it.

S. B. CHITTENDEN said, the question was whether the government, to which eighteen millions of people are loyal, shall be overthrown by traitors. We must stand by the flag at whatever cost of blood or treasure; it must float forever over a people whom God planted, and whom he will defend. The government must understand that the people of this city are united for the Union, now and forever.

PROSPER M. WETMORE said, we did not at this time know any distinction of party. This was an unhappy day for our country. Civil war always brings suffering and disaster, but there is a bright side even to civil war—for a united nation of twenty million people sympathizes with us to-day, and such unanimity presented a sublime spectacle to the world. The merchants of New-York, in 1765, united for liberty, and struck the first blow that gave us freedom. It had been common in writers to decry the motives of commercial men; but see what a scene was presented to-day—the merchants of this great commercial metropolis meeting and pledging their character and all they have for their country. (Applause.)

Mr. BOORMAN thought the fate of the Federal party should be a lesson to those who would not stand by the government when beset by a rebellious war in its own dominions.

Mr. BLUNT said that the constitution had been trampled under foot. The rebels had stolen all they could on land, and now proposed to steal by water. We had traitors among us, but they have been marked, and would be weeded out. He had gotten rid of one to-day in short metre.

Mr. LARNED, who had just returned from Washington, addressed the Chamber regarding the anxiety about the Capital. When he passed through Baltimore, he was assured there would be no mob interference with the troops.

Ex-Governor KING, WM. E. DODGE and ELLIOT C. COWDEN addressed the Chamber, urging action on the part of merchants and captains to sustain the government.

*Special Meeting of the New-York Chamber of Commerce, April 25, 1861.*

A special meeting of the Chamber of Commerce was held on Thursday, April 25, the President, PELATIAH PERIT, in the chair. The Secretary, Mr. HOMANS, read the call, which was to take into consideration the recent act of the legislature in reference to the Committee of Arbitration, and the amendment of the By-Laws in relation thereto. The act was then read, viz. :

CHAPTER 251.

*An act to amend an act entitled "An act to remove doubts concerning the Corporation of the Chamber of Commerce, and to confirm the rights and privileges thereof," passed April thirteen, seventeen hundred and eighty-four. Passed April 15, 1861, three-fifths being present.*

*The people of the State of New-York, represented in Senate and Assembly, do enact as follows :—SECTION 1. The Chamber of Commerce of the State of New-York shall*



have power to elect, by ballot, in conformity with the by-laws adopted by the said Chamber, a committee, to be known and styled the "Arbitration Committee of the Chamber of Commerce," and shall have power also to appoint a Committee of Appeal; and the duly elected members of the said Chamber, and all persons claiming by, through or under them, may, under the limitations, and subject to the restrictions imposed by the provisions of the statutes of the State of New-York relative to arbitration, submit to the decision of the Committees of Arbitration and Appeal, as the same may be constituted by the said Chamber, any controversy existing between them which might be the subject of an action, and may agree that a final judgment, in a court of record, to be by them designated, shall be rendered on any award made pursuant to such submission.

SECTION 2. The Committees of Arbitration and Appeal, elected or appointed as aforesaid, shall possess the same powers and be subject to the same duties and disabilities as appertain to arbitrators by the laws of the State of New-York, and awards made by them must be made, and may be enforced, as therein and thereby directed; and all the provisions contained in title fourteen, part third, chapter eight of the Revised Statutes of the State of New-York, and all acts amendatory or in substitution thereof, shall apply to proceedings had before the said Committees of Arbitration and Appeal, as if specially incorporated herein; except that the judgment, to be rendered in the manner therein directed, on any award made by them as aforesaid, that is to say, by the Committee of Arbitration, no appeal from its action being taken by either party to the controversy, or by the confirmatory action of the Committee of Appeal, shall not be subject to be removed, reversed, modified or appealed from by the parties interested in such submission as aforesaid.

SECTION 3. This act shall take effect immediately.

Mr. P. M. WETMORE offered the following resolutions, which were adopted:

*Resolved*, That this Chamber of Commerce of the State of New-York hereby accepts and binds itself to act under the law of the legislature of the State of New-York in relation to this Chamber. [Passed April 16, 1861.]

*Resolved*, That the thanks of the Chamber are due and are hereby tendered to the Hon. B. F. MANIERRE, of the Senate, and other members of that body, and to the Hon. Speaker, Mr. LITTLEJOHN, Hon. Messrs. LUCIUS ROBINSON, BENJ. F. CAMP, JOHN HARDY, NATHAN COMSTOCK and others, of the Assembly, for their active personal exertions in successfully urging the passage of the bill to amend the charter of this Chamber through the legislature at its recent session.

Subsequently Mr. WETMORE offered certain amendments to the by-laws, growing out of the statute passed, and which were laid over for consideration at the next meeting.

By unanimous consent Mr. DEHON, Treasurer of the Committee appointed to raise subscriptions to uphold the government, stated that he was authorized by the committee to say that they had procured large subscriptions, the details of which and the disbursements they would submit at the next meeting of the Chamber. The amount was over \$100,000. He would say, however, that their general plan had been to advance money only to regiments. There were, however, exceptions, and they had taken from the regiments assignments of their claims upon the State, and had dealt with each according to the necessities of the case, giving first to those regiments who were ready the first to go forward. He stated that with the exception of two members of the committee, they had all been included in the committee of citizens, and the disbursements of the Common Council had been referred to that committee. In view of this fact, he recommended that the committee of the Chamber of Commerce be merged into the citizens' committee. The motion was carried.

On motion of Mr. CONKLING, the committee were authorized to pay over the balance in their hands to the citizens' committee.

The Chamber then adjourned.

*Annual Meeting of the New-York Chamber of Commerce, Thursday,  
May 2d, 1861.*

The regular monthly meeting of the Chamber of Commerce was held at their rooms, corner William and Cedar streets, Thursday, May 2d, 1861, the President, PELATIAH PERIT, in the chair. It was also the annual meeting of the Chamber, and the first business in order was the election of officers for the ensuing year. The choice of a president first claiming the attention of the members,

ROYAL PHELPS rose and said: It affords me great pleasure to offer for your suffrages our actual president for re-election. I hope, indeed I have no doubt, that the vote for him will be unanimous, as you all know a unanimous vote is required. I think there are more than ordinary reasons why our president should remain in office during our present political troubles; and the only possible objection I can imagine any one could have is, that by his election all those officers under him might also expect to be re-elected. I hope that any member who entertains any such idea will dispose of it so far as the first officer of the Chamber is concerned, and that we may elect the right man in the right place. I propose, therefore, the re-election of Mr. PELATIAH PERIT as president for another year.

The motion was unanimously carried, and so Mr. PERIT was *viva voce* chosen president for the ensuing year, without a dissenting voice.

Mr. PERIT said: Gentlemen, I thank you for the honor you have just conferred on me. It had been my intention and my sincere desire to withdraw from this office, partly from considerations of health; but in the actual circumstances of the country I think every man is bound to remain in the place properly assigned to him, and properly occupied by him, under any circumstances, as far as he has the ability to do it. The attitude of the Chamber of Commerce of New-York is such that it exerts on those matters which come properly within its province a very powerful influence throughout the whole United States. We have had many evidences of this. Our nation is now undergoing a trial more severe than has ever before happened perhaps in the history of nations, in which the faculties and powers of every man are needed to support the government. The Chamber of Commerce of New-York, representing the commercial community of this great city, has immense power and influence, and the Chamber is bound to exert it faithfully and consistently in support of the government. And there are modes in which we can be especially useful to the government. New-York is now the headquarters of finance in this country. The members of this Chamber are scattered widely through this community, and especially in those places where money is largely disposed of. Their influence can materially aid the government in the negotiation of loans, and a loan is now pending in which that influence will be felt. Every one here knows that in any large amount which the City or State of New-York, or other States, will be borrowing, there will be a heavy pressure of stock in the market, and it is very important that the credit of the government be fully sustained, and all its loans taken promptly, and taken on such terms as will be creditable and honorable to the government. The government are well aware of the value of our influence, and, during our proceedings this afternoon, you will receive an acknowledgment on the part of the Secretary of State of the resolutions

which were transmitted from this board, when we held a meeting specially for that object, which is important evidence that the government is gratified, and feel very much encouraged by the resolutions adopted here, and the measures which followed those resolutions. I trust, therefore, that whilst there will undoubtedly be a great deal of work to do during the year, everybody here will do all in their power to assist the government.

The other officers were also unanimously re-elected, so that the officers for the ensuing year remain the same, as follows :

The First Vice-President, ROYAL PHELPS, and Second Vice-President, A. A. LOW, were, by unanimous consent, re-nominated for re-election and were unanimously re-elected. J. SMITH HOMANS was unanimously re-elected Secretary and Mr. E. C. BOGERT, Treasurer.

The president said the next business in order would be the election of a Chairman of the Committee on Arbitration, and suggested the name of GEORGE OPDYKE. Some discussion ensued between Messrs. WETMORE, OPDYKE and CONKLING, relative to the proposed amendments to the by-laws of the Chamber, by which it is provided that a member of the Committee of Arbitration shall be elected every three months, instead of every month, as at present.

The following amendments of the by-laws proposed at the last meeting were this day adopted :

Strike out Articles 12, 13 and 14, and insert in their stead the following :

#### ARTICLE 12.

The Chamber shall elect a standing committee, to be styled a Committee of Arbitration, to whom all mercantile disputes which may arise between members of the Chamber, or between parties claiming by, through or under them, may be referred by mutual agreement. Said committee shall consist of five members, one of whom shall be elected as the chairman of the committee, and shall hold office one year; the other members of the committee shall, in the first instance, be elected to hold office for the following terms, viz.: one for three months, one for six months, one for nine months, one for twelve months. When their terms of service shall expire respectively, their places shall be filled by electing a member of the committee to hold office twelve months.

The Chamber shall also appoint a standing committee, to be styled the "Committee of Appeal," to which an appeal may be taken from the decision of the Committee of Arbitration, provided notice of appeal in writing shall be served on the chairman of the Committee of Arbitration and on the opposite party within ten days after the award in the case shall have been made, and notice thereof shall have been served on the parties. The Committee of Appeal shall consist of the president, the first and second vice-presidents, and the treasurer of the Chamber, together with the Chairman of the Committee of Arbitration.

#### ARTICLE 13.

The Committee of Arbitration and Appeal respectively shall have power to appoint a clerk, to prescribe his duties and emoluments, and to adopt such rules to govern proceedings before them as they shall deem necessary or proper from time to time; they shall keep minutes of their proceedings and decisions, which shall be open to the inspection of the Chamber.

In case of a vacancy occurring in either of the Committees of Arbitration or Appeal, the place so vacant shall be filled at the next meeting of the Chamber.

#### ARTICLE 14.

It shall be the duty of the members of the Committee of Arbitration and Appeal respectively to meet, hear and determine, with reasonable promptitude, all cases

which shall be duly submitted to them; and any member of either of said committees who, in the judgment of a majority of his associates, shall neglect or refuse so to perform his duty, shall thereby vacate his office, and, upon the fact being officially certified to the Chamber, a member shall be elected in his stead.

The following gentlemen were elected members of the Committee on Arbitration: GEORGE OPDYKE, ROBERT B. MINTURN, WALTER S. GRIFFITH, JONATHAN STURGES and SAMUEL D. BABCOCK.

MOSES H. GRINNELL, BENJAMIN R. WINTHROP and ARCHIBALD G. KING were chosen, on behalf of the Chamber, trustees of the Institution for the Savings of Merchants' Clerks.

The following gentlemen were elected as the Executive Committee for the present year: CHARLES H. MARSHALL, JAMES D. P. OGDEN, HENRY A. SMYTHE, AUGUSTUS C. RICHARDS, HENRY CHAUNCEY, WILLIAM E. DODGE, SHEPPARD GANDY, JAMES GALLATIN, BENJAMIN R. WINTHROP, NATHANIEL L. MCCREADY.

Mr. PERIT, at this stage, announced the reception of the following letter of acknowledgment from Mr. SEWARD, Secretary of State, in reply to the resolutions adopted April 19th, which was read by the secretary:

DEPARTMENT OF STATE, WASHINGTON, 26th April, 1861.

TO PELATIAH PERIT, Esq., Chairman of the Chamber of Commerce, New-York:

SIR,—The resolutions of the Chamber of Commerce concerning the present attitude of public affairs, although sent forward so early as the 20th inst., have, in consequence of postal obstructions, only just now reached this department. I have lost no time in submitting them to the President of the United States. He directs me to assure the Chamber of Commerce that he has read the resolutions with the highest appreciation of the loyalty, patriotism and liberality of that body; and to the end that they may find a just place in the history of this, the most important crisis, save one, that our country has been called to meet, I have deposited the resolutions in the archives of the government.

I have the honor to be, with the highest respect, your obedient servant,

WILLIAM H. SEWARD.

MESSRS. C. A. DAVIS, C. H. MARSHALL, H. K. BOGERT, WILLIAM BARTON and J. K. MYERS were elected as the Committee on the Mercantile Library.

The treasurer presented his annual report, showing that the receipts during the past year had been \$6,981 55, and the disbursements, \$6,654 49, leaving a balance of \$327 06 in bank. On motion of ROYAL PHELPS the thanks of the Chamber were tendered to the treasurer for promptly presenting the annual report, this being the first time, he said, in fourteen years, that the treasurer's financial statement had been received at the annual meeting.

MESSRS. BENJAMIN F. BUTLER, MANSFIELD LOVELL, PETER MARIE and LUKE T. MERRILL, who had been nominated at the last meeting, were then elected members of the Chamber.

Mr. THEODORE DEHON submitted his report as treasurer of the receipts of the Finance Committee, appointed by the Chamber of Commerce on the 19th of April, to receive subscriptions of merchants for the outfit of volunteers. The receipts were \$115,853, and the disbursements, \$92,883, leaving a balance of \$22,970, which was paid over to the Union Defence Committee, into which the committee of the Chamber of Commerce has been merged.

## PHILADELPHIA CORN EXCHANGE ASSOCIATION.

*Preamble and Resolutions adopted April 15, 1861.*

The following preamble and resolutions were read and adopted by a unanimous vote:

*Whereas*, Armed rebellion has raised its hand against the government of the United States, and is now engaged in the perpetration of infamous outrages upon the honor, integrity and safety of our beloved country; and,

*Whereas*, It is the duty of all true men, in a crisis like the present, to express their devotion to the sacred cause of their country and their firm determination never to abandon her to her enemies; therefore,

*Resolved*, That the Corn Exchange Association, in the manifestation of their unreserved and entire sympathy with the administration in this trying hour, and in token of their earnest desire to do all that men may do in behalf of their country, do now instruct their Committee of Superintendence to purchase immediately, and cause to be extended, the insulted but still beloved flag of the United States in front of their building before sunset, and to keep it flying there under all circumstances.

In half an hour after the adoption of the above the flag was thrown to the breeze.

## PHILADELPHIA BOARD OF TRADE.

*Preamble and Resolutions adopted April 15, 1861.*

The following preamble and resolutions were, on motion of Mr. MERRICK, unanimously adopted by a meeting of the Board of Trade on Monday evening:

*Whereas*, In the present critical condition of political affairs, it becomes incumbent on all loyal citizens, of every class, publicly to express their fealty to the national government, and their unalterable devotion to the Constitution and the Union;

*And whereas*, such expression is peculiarly appropriate at this time from the mercantile and industrial classes of this community, whose interests have been cherished and extended under the protection of the flag of our country; therefore,

*Resolved*, That the Board of Trade of Philadelphia take this opportunity of declaring the ardent and unwavering attachment of its members, and of the commercial community of this city generally to the Union, the Constitution and the flag of the United States.

*Resolved*, That the Association of the Board of Trade, and the merchants and manufacturers of Philadelphia, be invited to assemble at these rooms at 12 o'clock noon, on Wednesday, the 17th instant, to respond to the above resolutions.

*Resolved*, That the Secretary be instructed to raise the United States flag over the building and rooms of the Board.

## THE BOSTON BOARD OF TRADE.

*Special Meeting of the Government of the Boston Board of Trade, Monday, April 29, 1861.*

The President stated that the object of this meeting was to consider the present aspect of affairs as relates to our commerce, which is exposed



to depredation from the action of the "Confederate States," so called; and suggested that some measures of protection were absolutely necessary on the part of the Federal government. When he had concluded, Mr. CHARLES J. MORRILL moved the following resolutions, which, after spirited remarks by Messrs. CHARLES G. NAZRO, JOSEPH S. ROPES, M. D. ROSS, CHARLES O. WHITMORE, and JOHN COLLAMORE, were unanimously adopted.

*Resolved*, That a due regard to the protection of maritime commerce demands an immediate increase in the available naval force of the United States, by the purchase by the Federal government of ten or more first-class clipper ships and ocean steamers, to be equipped, armed and commissioned forthwith, and employed on our coast, especially for the protection of merchant vessels from attacks of privateers or piratical cruisers, and to co-operate with the blockading squadron.

*Resolved*, That the President and Secretary be requested to prepare, and transmit to the President of the United States a memorial embracing a copy of the foregoing resolution, and asking the immediate action of the government in accordance therewith.

*Resolved*, That the Secretary be requested to transmit a copy of the proceedings of this meeting to the Chamber of Commerce of New-York, and the Board of Trade of Philadelphia, and solicit their co-operation in the object.

#### BOSTON BOARD OF TRADE.

*Monthly Meeting, May 6, 1861.*—A report of disasters to Boston vessels and vessels employed in the trade of Boston, for the month of April, was presented and ordered on file for the use of the committee on inquiry into the causes of shipwreck. Mr. JOHN T. HEARD presented a report, which was accepted.

The "Committee on the Crisis" would respectfully report, that they have held frequent meetings since their appointment. General subjects have engaged their attention, but their only action has been that which has resulted in the formation of a State organization for the raising and care of a soldier's fund. That organization acts independently of the government of the Board of Trade.

The committee were requested to continue their services, and to act at discretion upon whatever questions may come to their notice. A letter was read from ROBERT B. FORBES, accompanied by twelve charts of various distant coasts, according to the surveys of Captain RINGGOLD and Lieut. ROGERS, U. S. N., for the use of the members of this Board, and for the information of the public, and expressing the hope that the Board will take measures to procure copies of these charts from Washington, for circulation among persons interested in navigation and commerce. Read and ordered on file.

The President and Secretary reported, that in accordance with the vote at the special meeting, they had transmitted a memorial to the President of the United States on the subject of employing clipper ships and ocean steamers to protect vessels of our flag returning from foreign voyages, in ignorance of the unhappy condition of our public affairs; to protect the California steamers and other vessels exposed to capture under the proclamation of JEFFERSON DAVIS, and to give aid to the blockading squadron.

The preamble and resolutions of the New-York Chamber of Commerce, adopted by that body "unanimously and by acclamation," relating to the present crisis, were read; but this Board have acted upon the same matter. Ordered that the Secretary reply thereto, expressing our entire approval of the sentiments embraced therein.

Communication from SAMUEL H. DALE, of Bangor, on the evils of the present system of promissory notes, payable to the order of the makers, and their sale by brokers, was discussed by Messrs. ROPES, BOND and the President, and referred to the Secretary.

## JOURNAL OF MERCANTILE LAW.

1. ILLEGAL COASTING TRADE. 2. FOREIGN OWNERS OF VESSELS. 3. ABANDONMENT OF SHIP—NOTICE TO UNDERWRITERS. 4. TRADE MARKS. 5. LIABILITY FOR NEGLECT. 6. DUTY ON HIDES. 7. ASSIGNMENT. 8. SUIT ON BOND.

### ILLEGAL COASTING TRADE.

#### The United States *vs.* The Schooner *RESTLESS*.

THIS vessel was seized by the collector of this port on her arrival from the Island of Cuba, for an alleged violation of the act of 1793, "for enrolling and receiving ships or vessels to be employed in the coasting trade, and for regulating the same." The facts were reported under oath to the Hon. S. P. CHASE, Secretary of the Treasury. That functionary has decided "to remit all the right and claim and demand of the United States, and of all others to the said forfeiture, on the payment of all the costs, charges and expenses incurred in the case, it appearing to my satisfaction that the forfeiture was incurred without wilful negligence." The case of the cargo of the *RESTLESS* has not been passed upon, but a similar decision may be expected.

*The United States vs. 5,000 grain bags.*—This was a similar proceeding against an importation by the Liverpool, New-York and Philadelphia steamship line, and which had been forfeited for a violation of an act passed in March, 1799, to regulate the collection of duties. The Hon. Secretary of the Treasury made a similar order to that in the case of the *RESTLESS* for the release of the goods on the payment of all the costs.

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### FOREIGN OWNERS OF VESSELS—WHEN THERE IS CREDIT THERE IS NO LIEN FOR NECESSARY SUPPLIES.

#### Before the United States District Court, N. Y.

The vessel was arrested on a claim of a blacksmith to the amount of two hundred and sixty-seven dollars and forty-two cents, for materials and labor supplied her in this city for her repair. It was admitted that she was a foreign vessel, and came into this port disabled, and requiring a large outlay in iron work for the repairs, and that the supplies and labor furnished at the libellant's shop, and put upon her, were necessary to enable her to complete her voyage to her home port. The principal question raised was to the jurisdiction of the court over the cause of action, upon the ground that libellant required no lien on the vessel for his demand; her owner, at the time, possessing funds and credit in this port amply sufficient to meet the demand, of which the libellant had notice, or ready and certain means of informing himself.

BETTS, J.—This point is vital to the action, and precludes the necessity of considering the case upon its general merits. It is believed that up to December, 1856, it was recognised in the books and adopted in maritime courts in this country and abroad, as a fixed principle of maritime

law, that a vessel in a port foreign to her owners, and found in want of supplies or repairs to render her fit for navigation, and obtaining them on credit on the application of her master, the owners would thereby become bound for the debt, and the vessel be impliedly hypothecated therefor, and subject to arrest *in rem* in the maritime courts for its satisfaction. The cardinal fact open to inquiry in fixing the liability of the vessel was, whether the supplies and materials were necessary for her in her then condition; and probably in connection with that question there might be materiality in ascertaining whether the credit was *bona fide* obtained by the master, or if the creditors set up a lien with knowledge that the master had funds in his hands or at his command sufficient to satisfy the credit when the debt was incurred. The Supreme Court, in *PRATT vs. REED*, denied that a lien attached for necessities supplied a vessel in a foreign port at the request of her master, unless, in addition to the proof of the necessity of the vessel, there is also proof to show that at the time of procuring the supplies there was a necessity for a credit upon the vessel. The court declares this proof as essential as that of the necessity of the article itself. The doctrine thus declared seems unequivocal and positive. It is authoritative and final in this court. Since this determination the rule has been implicitly followed in this court, and it fully covers and must govern the present case. The testimony is clear that the owners of this vessel had, at the time she was repaired in this port, ample credit and actual funds in the hands of Mr. BULLEY, their agent here, and that the libellant had implied notice of that fact through his personal and business intercourse with that agent, and could have had explicit assurance of the fact, if inquiry had been made of the agent or master of the vessel. The law accordingly excludes the jurisdiction of the court over the subject matter of the action. Libel dismissed.

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ABANDONMENT OF SHIP AND CARGO WHEN JUSTIFIED—NOTICE OF TO UNDERWRITERS.

The schooner *ORB*, having encountered severe gales and continued rough weather in the neighborhood of Cape Horn, was so much damaged as to be obliged to put back in distress to some port of safety. Under these circumstances she arrived in the port of Rio in October, 1851. After a survey held, she was condemned as wholly unseaworthy, not worth repairing, and recommended to be sold. The cargo, an assorted one, containing fruits, fish, oysters and many other perishable articles, was much deteriorated, and, on a survey, was recommended to be sold. No shipment, in whole or in part, could be had to the place of destination. *Held*, that mere notice of abandonment of ship and cargo to the underwriters, without actual abandonment, amounts to nothing. That this was a proper case for abandonment of both vessel and cargo. Where a ship puts into a port in a damaged condition, and the cargo is surveyed and recommended to be sold, it being in such a position that it is out of the power of the assured or underwriter to procure its arrival at the port of destination, the case is a proper one for an abandonment. After the abandonment, is complete the master is the agent of the underwriters, and bound to use diligence, skill and care towards the interest of all con-

cerned. Wherever the cargo may be abandoned as for a total loss, memorandum articles stand on the same footing as others. *DELAWARE INSURANCE CO. vs. WINTER, LATIMER & Co.* Before the Supreme Court of Pennsylvania.

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TRADE MARKS BILL.

In the House of Lords, March 4.

The Lord Chancellor, in moving the second reading of this bill, said it was a great satisfaction to him that it had been favorably received by the public. He had received numerous communications from Chambers of Commerce and others, expressing their great delight that such a measure had at last been brought before parliament. The evils to be remedied were certainly very great, for, under the present law, persons could buy inferior goods and afterwards sell them for those of better descriptions without being prevented, except by a bill in Chancery or an action at law. This bill proposed to make all these frauds misdemeanors, and subject to fine and imprisonment. It had been suggested that there should be a general registration of trade-marks all over England, and that no one should have a right to use a trade-mark unless registered, and that those who wished to register a trade-mark should produce evidence of their title to it. He did not approve of registration, as it would require expensive and complicated machinery, and it would moreover lead to frauds in persons coming and registering fictitious trade-marks. Clauses have been introduced to punish frauds, in reference to the quality and quantity of goods in packages and bales. He should be glad to accept any suggestion which might improve the measure in committee. Lord CHELMSFORD approved of the measure, believing that enormous frauds were carried on in trade-marks.

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LIABILITY FOR NEGLECT.

A case showing the length to which the French law carries responsibility for what is called wounding by imprudence, was presented recently to the Imperial Court. Two little boys, named GUEBAIN, whilst at play on the 12th September last, climbed over a wall into the court-yard of the house No. 20 Rue de l'Assomption, at Passy, and there saw a female, of the name of HERONVILLE, engaged in dressing in her bed-chamber, which was on the ground-floor. The window being open, one of the boys waved in it a small branch of a tree, which he had picked up in the yard; but in doing so he upset a bottle of sulphuric acid, placed on the window-sill. The liquid fell on his face and hands, burning them badly, and so injured his eyes that his sight is now in danger. The father of the boy subsequently caused Mme. HERONVILLE to be prosecuted before the Tribunal of Correctional Police, as responsible for the accident in having left the bottle near the window, and she was condemned to a fortnight's imprisonment, 16 fr. fine and 15,000 fr. damages. Against this judgment she appealed to the Imperial Court, and the case was argued recently. She represented, first of all, that she did not know that the bottle contained sulphuric acid, she having sent to a tradesman for something to clean copper, and not having examined what he had

brought; and next she urged that the children had no right whatever to come into her court-yard. But the court held that she was in part responsible for the accident; it however relieved her from the imprisonment, and reduced the damages to 8,000 fr.

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DUTY ON HIDES—FRAUDULENT INVOICE.

Before the United States District Court. *BETTS, J.* The United States *agt.* 1,000 hides, marked H. G., imported by HENNINGS & GOSLING, in brig KENTUCKY.

The facts in this case are as follows: The claimants, on entry of the hides in question, presented the only invoice in their possession, and which was made in paper currency of Buenos Ayres, and a consular certificate that each paper dollar was worth four cents. The value of the invoice, therefore, in American currency, was \$3,356. Subsequent to the entry, and before the appraisers had seen the goods, the claimants received a banking invoice of the same goods, made out in La Plata silver, and converted into exchange on Liverpool, at Buenos Ayres, by a sterling bill for £809.66, which, by statute, is equal to \$3,924; and by letter requested their invoice to be amended by this last invoice. The value of the goods was fixed by custom-house at the value given in the last invoice. The goods were seized by the collector for fraudulent undervaluation, and the claimants, filing bonds for value, received from the District Court a decree that the goods be delivered to the claimants "on payment of the duties chargeable thereon." The collector demanded not only the regular rate of duty, but a penal duty of twenty per cent., because the appraised value at custom-house exceeded invoice value by ten per centum. The claimants insisted that by their second invoice, submitted before action taken by appraisers, they amended their entry so that the appraised value was the invoice value. The claimants tendered the regular duty, which was refused. Thereupon the claimants now petition the court to enforce its order to the collector to deliver up the goods. The claimants insisted that the collector was in this matter an officer of the court, and cited opinion of Attorney-General TANEY, and also the opinion of Circuit Court, in manuscript, in case of HOWLAND & ASPINWALL *agt.* MAXWELL, to the point that the second invoice was, in law, an amendment of the entry, and covered the facts in this petition. The court dismissed the petition upon the ground, in substance, that under existing statutes the merits of the questions in issue could not be properly considered in the present form, and so the claimants must pay, under protest, whatever duty the collector saw fit to demand. Decision reserved.

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ASSIGNMENT—SET-OFF.

*MYERS agt. DAVIS et al.—W. & L.*, after ordering certain goods to be manufactured, and before they could, with reasonable diligence, be completed, became insolvent, and assigned all their property to the plaintiff. *Held*, that the manufacturers having completed and tendered the goods, could not set off their price against a demand assigned to the plaintiff by W. & L. Until a demand becomes mature, a set-off may be defeated by the assignment of the claim of the opposite party, though the latter be insolvent and his demand have not become payable when assigned. Before the New-York Court of Appeals, April, 1861.



## SUIT ON A BOND.

Before the United States District Court, San Francisco. *HOFFMAN, J. The UNITED STATES vs. AGOSTIN HARASZTHY, SAMUEL WASS and C. UZNAY.*

This suit was brought to recover the sum of \$10,000 on the bond of HARASZTHY, as melter and refiner at the Mint, for an alleged deficit of \$152,326 70, in his accounts as said melter and refiner. HARASZTHY was appointed to the place in July, 1855, and resigned April 25, 1857. Several criminal suits were instituted against him for the alleged embezzlement of the above amount, but they were withdrawn, and a civil suit instituted to recover the amount of the deficit covered by the defendant's official bond. The main point in the defence was, that the buildings, machinery, &c., of the Mint were wholly inadequate, and that defendant had notified the officers of the Mint that unless the defect was remedied great loss would ensue; also, that defendant was required to carry on the process of melting and refining in the night time; against which he had repeatedly remonstrated as involving great loss and wastage. The trial of the case was commenced on Wednesday and terminated on Saturday. The jury, after being out ten minutes, returned a verdict for defendants.

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RAIL-ROAD, CANAL AND STEAMBOAT STATISTICS.

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## ERIE RAIL-ROAD COMPANY.

THE Erie Railway Company (new corporation) was organized in May by the election of NATHANIEL MARSH as President; SAMUEL MARSH, Vice-President; H. N. OTIS, Secretary; and TALMAN J. WATERS, Treasurer, and the directors of the late New-York and Erie Company as directors; Mr. WRIGHT, of Binghamton, and Mr. DIVEN, of Elmira, being substituted for Mr. COBB and Mr. GELPCKE. The capital, in common shares, to consist of so much of the present \$11,550,000 as may be assented to the contract of re-organization before the 29th of July next; and the capital in preferred shares to be so much of the unsecured and judgment debt as shall be assented by the same time, together with the arrearages of interest thereon, the whole estimated at about \$8,000,000, or the equivalent of about 80,000 preferred shares. Under the terms of the contract for re-organization with Messrs. GREGORY and DAVIS, trustees, and the acts of the legislature of New-York, authority is given to assess the shareholders, both common and preferred, to meet the bid at the sale, which was for the entire arrearages of mortgage interest, and the power has been exercised by ordering an assessment of two and a half per cent. on the par value of the new shares, both common and preferred, payable on the exchange of the bonds or certificates. Interest will be allowed on these assessments from the date of their payment.

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SALES OF RAIL-ROADS.

The St. Louis, Alton and Chicago Rail-Road, with all its appurtenances, fixtures, &c., is to be sold May 22d, in Springfield, Ill. This sale is made

subject to the decree made in United States District Court, as also to prior mortgages of October 1st, 1852, and June 1st, 1853.

On the 2d April, at Houston, Texas, the "road-bed, track, franchises, chartered rights and privileges," and other appurtenances of the Houston and Texas Central Rail-Road Company were sold under execution, by the sheriff, and Messrs. W. J. HUTCHINSON and DAVID H. PAIGE, who claim to be large stockholders and creditors, became the purchasers. The execution was on a judgment for \$10,000, obtained at the last term of the District Court.

# TEXAS.

The Ninth Annual Report of the President and Directors of the New-Orleans, Opelousas and Great Western Railway Company has been received. The road from Algiers to Brashear, 80 miles, was in operation and in good order; the terminus at that time was upon the east bank of Berwick Bay. At this point the company's line has a sea connection with Texas by a tri-weekly line of steamers. At Berwick Bay the line crosses the Atchafalaya, 1,700 feet wide, by a ferry-boat, intended to transport trains without breaking bulk. Near the west bank the line crosses a cypress swamp and marsh about three miles wide, thence up the south bank of the Bayou Teche, through the rich sugar plantations of St. Mary and St. Martin, to New-Iberia, forty-five miles from Brashear. New-Iberia is 125 miles from New-Orleans, at which place the whole of the Texas railways, feeders to the Texas and New-Orleans Road, will by that line unite with the New-Orleans, Opelousas and Great Western Railway, thus bringing to New-Orleans the business of a region tributary to 750 miles of finished railway.

## DISTANCES.

Algiers (opposite New-Orleans) to Brashear, finished, .....	80 miles.
Brashear to New-Iberia, finished, .....	45 "
New-Iberia to Opelousas, now grading, .....	40 "
Opelousas to Pine Prairie, .....	25 "
Pine Prairie to Bayou Boeuf, 20 miles, branch road, establishing daily communication in eleven hours with Alexandria, La.	
Pine Prairie to Thompson's Bluff, (Sabine River,) .....	68 "
	258 "

From the terminus on the Sabine, a railway must necessarily be extended into Texas to San Augustine, Nacogdoches, Rusk and Dallas. This road must connect or intersect with every other in Northern Texas. Dallas, by this line, will be 480 miles distant from New-Orleans, or at least 115 miles less than by any other route; and as Dallas is the business and geographical centre of the great wheat region of Texas, the importance of this saving in distance will secure to the New-Orleans, Opelousas and Great Western Road the wheat trade.

There will, then, very shortly, be a continous railway from New-Orleans to the city of Houston, in Texas, 347 miles; to the city of Austin, 500 miles, and to San Antonio, 550 miles; and this alone, in view of the immense business in passengers, cotton, cattle and other freight that must necessarily be added to it by the connecting link, the Texas and New-Orleans Road, will make the New-Orleans, Opelousas and Great Western

Rail-Road one of the most important and best-paying roads in the United States.

It will, therefore, be seen that the New-Orleans, Opelousas and Great Western Railway has connection with the entire sea-coast of Texas and all her ports, by the line of steamships from the Atchafalaya; that it will have connection with all the railways in the southern half of Texas by means of the Texas and New-Orleans Railway, to unite with the main trunk at New-Iberia; that all the northern half of Texas will be secured by the extension of the line from the Sabine terminus to Dallas, and by the Sabine River navigation; and that the Red River Branch will connect New-Orleans with all Northwestern Louisiana.

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#### OHIO AND MISSISSIPPI RAIL-ROAD.

An order has been made by Judge LEAVITT, of the United States District Court, providing for the sale of the eastern division of the Ohio and Mississippi Rail-Road. The order provides that the road shall be sold upon three months' notice, and the sale shall be subject to the first mortgage bonds. The minimum price fixed is \$1,000,000, and the purchaser must first deposit \$50,000 in United States currency, or \$100,000 in bonds, in the Commercial Bank of Cincinnati. The receiver is required to file in the United States Court, at least thirty days before the day of sale, a schedule of all the property, real and personal, of the Ohio and Mississippi Company. It is further provided, that this decree shall take effect when the United States District Court of Indiana shall make a similar decree.

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#### BRITISH RAIL-ROADS.

From the Board of Trade return, it appears that the total receipts on all the railways in the United Kingdom for the half year ending December 31st, 1859, amounted to £13,880,763 on 10,002 miles of railway, against £12,825,826 on 9,542 miles of railway in the corresponding half of 1858, showing an increase of £1,054,937 in the receipts and 460 miles in the mileage. The total receipts from all sources, in England and Wales, on 7,309 miles of railway, amounted to £11,733,966, against £10,837,466 on 7,000 miles at the corresponding period of 1858, showing an increase of £896,500. The total receipts of Scotland, on 1,428 miles of railway, amounted to £1,455,720, against £1,358,707 on 1,353 miles in the corresponding half of 1858, showing an increase of £97,013. The total receipts on 1,265 miles of railway in Ireland for the above half year amounted to £691,077, against £629,653 on 1,188 miles in the corresponding half of the preceding year, showing an increase of £61,424. The total receipts from general merchandise, minerals and live stock in the United Kingdom, included above, amounted to £6,898,950, against £6,333,334 in the same half of 1858, showing an increase of £565,616. The total number of passengers conveyed during the half year in question was 82,527,594, against 76,529,204 in the corresponding half of the preceding year, showing an increase of 5,998,390 passengers. The number of parliamentary passengers conveyed was 34,381,321, against 30,790,352, showing an increase of 3,590,969. The number of third-class passengers conveyed

was 13,498,346, against 13,370,758, showing an increase of only 127,588. The number of second-class passengers conveyed was 24,357,188, against 22,536,911, showing an increase of 1,820,277. The number of first-class passengers conveyed was 10,290,739, against 9,831,181, showing an increase of 459,558. The receipts from parliamentary passengers amounted to £1,704,196, against £1,521,740, showing an increase of £182,456; from third-class passengers to £533,169, against £519,133, showing an increase of £14,036; from second-class passengers, £2,103,715, against £1,958,092, showing an increase of £145,623; and from first-class passengers to £1,740,044, against £1,668,080, showing an increase of £71,964.

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#### TRAIN'S STREET RAILWAY IN LONDON.

The first street railway in London was opened in March. Four carriages commenced running on it from the Marble Arch to Notting-Hill. Great crowds were assembled to see this new experiment at locomotion, and great efforts were made by the interests affected to throw all possible impediments in the way. These, however, were overcome with the entire approbation of the persons present. It was a great success. A lunch took place after the opening of the line, in St. James' Hall. Mr. TRAIN occupied the chair; he was supported by several members of Parliament, literary men, publishers and others. Speeches were delivered by the chairman, the Hon. RALPH DUTTON, M. P., Mr. WHITE, M. P., Colonel DICKSON, Mr. CROSSLEY, Mr. FREITH, of the Marylebone Vestry, Mr. CRUIKSHANKS and others. Mr. TRAIN himself made a forcible and most eloquent speech.

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#### STEAM NAVIGATION ON CANALS.

The English Grand Junction Canal Company have brought into use a very important principle in the application of steam power to canal navigation, which, by reducing the cost of conveyance 25 per cent. below the expense of towing by horses, in the way hitherto practiced, will, perhaps, revolutionize the whole system of heavy goods traffic throughout the country, to the great advantage of the public. It should be observed that the aggregate amount of canal traffic, instead of diminishing, has increased since the construction of railways, and is now 25,000 tons more than it previously was. The total length of canals now open in Great Britain is about 5,000 miles, including all the branch lines and junctions, and these works represent a capital of some forty millions. The most peculiar feature in the steamboats which are now employed by the Grand Junction Company to ply between London and Birmingham or Manchester is an improved form of screw propeller, invented by Mr. BURCH, of Macclesfield. This "waggle-tail" propeller has the advantage of keeping all the disturbance of the water immediately behind the stern of the boat, instead of spreading it right and left. The effect of this improvement is at once to secure the canal banks from being damaged by the wash, and to economize the motive power. A party of gentlemen had been invited yesterday to accompany Mr. JAMES FULTON, one of the company's officers, in a trip from the City Basin, along the Regent's Canal, to Paddington, a distance of five miles and three-quarters, which was accom-

plished in an hour and a half, including the passage of five locks, and the Islington Tunnel, half a mile long. The PIONEER, an ordinary fly-boat, 75 feet long by 7 feet extreme breadth, 25 tons burden, and drawing  $2\frac{1}{2}$  feet of water, with an engine of six horse power, was the boat employed towing another fly-boat which was laden with a general cargo to go to Wolverhampton. The two boats were able to go through the locks at once, floating side by side, and thus saving much delay. It is stated that the PIONEER, when tried at Manchester, proved able to draw six loaded barges at once, with a total burden of no less than 300 tons. Four miles an hour, allowing for the locks and other hindrances, will be the average rate of steam performance, instead of two miles an hour, the usual speed obtained by horse-towing. The steamboat has stowage room for  $2\frac{1}{2}$  tons of coal, which will carry her from London to Birmingham and half-way back, superseding the expensive relays of horses and drivers requisite for so long a journey. This water locomotive is estimated to be nearly 30 per cent. cheaper than railway carriage, and the canals are not done with yet.

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#### AMERICAN STREET RAILWAYS.

The American street cars run from well-known terminal dépôts, at certain well-known intervals of time, and never at any other. They do not run off brutally, ten together, like a pack of hungry curs, to fight and wrangle for the same twenty passengers, but are orderly as planets. They run at graduated hours, and with proper intervals between each other; each horse, each carriage, each driver, each conductor perform so many journeys in the day. The horses are never jaded, and the carriage, full or empty, never lingers at crossings, side streets or public houses. You never have to wait twenty minutes for a conveyance. I have already said that these street rail-roads require no turn-tables or other mechanical appliance. The reason of this is, the ingenious construction of the carriages, which are provided on either hand with iron holders for the traces, and with boxes to receive the pole; thus, when the driver gets, say to Harlem, and wants, after resting his prescribed quarter of an hour, to return to the city, the groom of the terminus stables merely unfasten the horses (Americans, on account of the heat, use very little harness) from the front, and attach the animals in two minutes to what was just now the rear. There is no bawling of scurrilous conductors in American streets. Every one can read the names of places, in large legible letters, on the street cars; if a stranger wants to inquire his way, it is worth ten cents to leap on the steps, ride for a few minutes and learn the road from the conductor; who, if he sees him to be an Englishman, (and they always find an Englishman out,) will be delighted to have a few minutes' talk with him.—*Dickens' "All the Year Round."*

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#### RAIL-ROAD ACCIDENTS DURING THE YEAR 1860.

The following table shows the number of rail-road accidents which have occurred in the United States during the year just closed, which were attended with loss of life and injury to persons, together with the number



of killed and wounded, compared with the number of like accidents in 1859 :

MONTHS.	1860.			1859.		
	Acci- dents.	Killed.	Wounded.	Acci- dents.	Killed.	Wound- ed.
January,.....	11	5	58	7	4	54
February,.....	10	3	32	9	6	18
March,.....	1	..	6	9	8	13
April,.....	5	4	17	6	8	15
May,.....	5	5	13	5	4	24
June,.....	4	4	38	10	47	96
July,.....	5	5	14	9	5	27
August,.....	6	5	29	3	16	32
September,.....	7	8	63	6	4	55
October,.....	8	6	24	6	10	8
November,.....	4	7	5	5	15	35
December,.....	8	5	16	4	2	34
Total,.....	74	57	315	79	129	411

The above figures do not include individual accidents, caused by the carelessness of travellers themselves, or deaths or injuries resulting from the reckless conduct of persons in crossing or standing upon rail-road tracks where trains are in motion.

The following additional table shows the number of accidents, and the number of persons killed and injured by accidents to rail-road trains during the last eight years :

	Accidents.	Killed.	Wounded.
1853, .....	138	234	496
1854, .....	193	186	589
1855, .....	142	116	539
1856, .....	143	195	629
1857, .....	126	130	530
1858, .....	82	119	417
1859, .....	79	129	411
1860, .....	74	57	315
Total in eight years, .....	977	1,166	3,926

*Railway Review.*

#### SUNBURY AND ERIE RAIL-ROAD.

The name of this company has been changed, by the act of the State legislature, to that of the Philadelphia and Erie Rail-Road, by which name it will hereafter be known. The same act provides for a release of the State first mortgage on this road, and the issue of \$5,000,000 first mortgage bonds, or £1,000,000 sterling bonds, payable in twenty years from date, at six per cent. interest; the proceeds of these first mortgage bonds to be used in completing and equipping the road and paying the debts of the company contracted for that purpose. This issue to be a first lien on the whole road, except as to that part of the road from Sunbury to Williamsport, on which a mortgage for \$1,000,000 already exists, and which takes the precedence of the mortgage now authorized on that section. The State claim of \$3,500,000 is then to be secured by a second mortgage of \$4,000,000, in forty bonds of \$100,000 each, which are to be held as collateral security for the payment of the State claim.

## STATISTICS OF TRADE AND COMMERCE.

## COTTON IN ENGLAND.

THE following statistical table exhibits the increase and decrease of the cotton crop in the several countries named, throughout a series of years, as indicated by the imports into Great Britain. The returns for 1860 have just been received in the *London Economist*. The other years are from authoritative sources, but mostly from that reliable journal :

YEARS.	United States. lbs.	West Indies. lbs.	Brazil. lbs.	East Indies. lbs.	Egypt. lbs.
1791..	189,316 ..	12,000,000 ..	20,000,000 ..	.....	....
1800..	17,789,803 ..	17,000,000 ..	24,000,000 ..	3,000,000 ..	....
1821..	124,893,405 ..	9,000,000 ..	28,000,000 ..	50,000,000 ..	**5,000,000
1832..	322,215,122 ..	1,708,764 ..	20,109,560 ..	\$5,178,625 ..	**9,113,890
1838..	595,952,297 ..	928,425 ..	24,464,505 ..	\$40,230,064 ..	not given.
1840..	742,941,061 ..	427,529 ..	14,779,171 ..	57,600,000 ..	**8,324,937
1845..	872,905,996 ..	*1,394,447 ..	20,157,633 ..	92,800,000 ..	32,537,600
1848..	814,274,431 ..	†3,155,600 ..	†40,080,400 ..	91,004,800 ..	**7,231,861
1856..	1,351,431,827 ..	*462,784 ..	21,830,704 ..	180,496,624 ..	34,399,008
1857..	1,048,282,472 ..	*1,443,568 ..	29,910,832 ..	250,388,144 ..	24,532,257
1858..	1,118,624,012 ..	.....	18,617,872 ..	138,253,360 ..	38,232,320
1859..	961,707,264 ..	.....	22,478,960 ..	192,330,880 ..	37,667,056
1860..	1,115,890,608 ..	.....	17,286,864 ..	204,141,168 ..	43,945,064

## THE NEW ROUTE FOR COTTON.

*Twenty car loads a day on the New-York Central.*—"For some days there has been sent East, from Buffalo to Boston, on an average, twenty car loads of cotton per day, or eighteen thousand bales in that time, and still it comes. Thirty bales, or about seven tons and a half weight, is readily put in each car. This is the compressed cotton, as formerly only about twenty or twenty-three bales was all that could be stored in a car. The price for carrying this cotton from Memphis to Boston is about \$4 50 per bale of five hundred pounds. This is cheaper than it can be shipped down the Mississippi to New-Orleans, and thence by vessel, and the difference in time is about thirty days in favor of the Northern route. It comes to Cincinnati by river, and then by rail all the way to Boston. A

\* West Indies and Guiana.

† West Indies, including Demarara.

‡ Brazil, including Portuguese Colonies.

§ East Indies and Mauritius.

|| Annual average from 1835 to 1839.

¶ Annual average from 1840 to 1844, during the Chinese war.

\*\* Turkey and Egypt.

NOTE.—The amount imported from "other countries" was less in 1860 than for the year preceding. It was, in 1859, 11,804,912 lbs., and in 1860, 9,666,048 lbs., thus disappointing the expectations of those who anticipated a large increase. The supplies from "other countries"—British West Indies, Guiana, Mauritius, Turkey and South America—are not given separately in the *London Economist* of March 2d, 1860, from which the three last years are quoted.

small portion is brought all the way by rail, but the rates on this are a little higher. For the four months up to the first of February, the New-York Central carried from the Bridge and Buffalo 7,550 bales, and in February about 3,000. This month, from appearances, they will do the largest business they ever did."—*Buffalo Commercial*.

# MOVEMENTS OF GRAIN.

*Receipts at Buffalo for eleven years, from 1850 to 1860, inclusive.*

YEAR.	Grain alone. Bushels.	Grain, including Flour. Bushels.	YEAR.	Grain alone. Bushels.	Grain, including Flour. Bushels.
1850,.....	6,618,004	12,059,458	1857,.....	15,848,930	19,578,695
1851,.....	11,449,661	17,740,781	1858,.....	20,002,444	27,812,980
1852,.....	13,892,937	20,390,504	1859,.....	14,229,060	21,530,722
1853,.....	11,078,741	15,956,526	1860,.....	31,441,440	37,053,115
1854,.....	18,553,455	22,252,235			
1855,.....	19,788,473	24,472,278	Total, ..	185,526,812	244,460,202
1856,.....	20,123,667	25,753,907			

*Receipts at Lake Ports first week in April, 1861.*

	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Barley. Bush.	Rye. Bush.
At Chicago,.....	15,585	113,561	117,327	860	5,971	..
" Milwaukee,.....	6,501	98,387	998	903	913	384
" Detroit,.....	8,588	5,309	5,705	..	..	..
" Toledo,.....	13,588	11,755	56,775	..	..	..
" Cleveland,.....	25,900	9,440	36,764	192	192	400

The total receipts of grain, reducing flour to wheat, at Buffalo and Oswego, during the year 1860, were as follows :

At Buffalo,.....bush.	37,053,115
" Oswego,.....	16,726,326
	<hr/> 53,779,441

*Receipts at Toledo, quarter ending March 31st, 1861.*

	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Barley. Bush.	Rye. Bush.	Pork. Bbls.	Dressed Hogs. Pounds.
1861.								
January,.....	30,084	41,133	130,937	..	434	2,774	29,062	6,564,996
February,.....	36,313	12,453	96,726	436	..	2,878	24,838	804,374
March,.....	30,691	18,632	171,542	433	3,671	100	9,208	..
	<hr/> 97,088	<hr/> 72,218	<hr/> 399,205	<hr/> 869	<hr/> 4,105	<hr/> 5,752	<hr/> 63,108	<hr/> 7,369,370
In store Jan. 1st,...	..	150,738	80,933	7,233	555	1,592	..	..
	<hr/> 97,088	<hr/> 222,956	<hr/> 480,138	<hr/> 8,102	<hr/> 4,660	<hr/> 7,344	<hr/> 63,108	<hr/> 7,369,370

# DETROIT STAVES.

The stave trade of the city of Detroit, and of the State of Michigan, has very quietly grown into one of large proportions, the amount turned out last year being estimated at eight millions, nearly all of which was for the European market. The *Detroit Tribune* says that the Michigan forests are peculiarly adapted to the production of "Eagle pipes," and something is now being done in that variety. Their dimensions are 7½

feet long, 6 inches wide and 3 inches thick. Their appearance is not unlike a well-shaped rail-road tie of the larger class, and they are designed, we learn, for shipment to Germany, where they are used for lager beer vats. The last report of the Detroit market says :

"The foreign demand is now very slack, and, as a consequence, the market here is dull, the decline on W. I. being \$4 per M. since last fall, only \$10 being now paid, delivered on the line of the rail-road. Our western buyers are mostly still operating to a moderate extent, but the buoyancy of the market is gone for the present. Notwithstanding these unfavorable circumstances, there is considerable activity in getting out staves, and they are beginning to arrive freely. From 200,000 to 250,000 are now on the dock of the Detroit and Milwaukie Rail-Road awaiting shipment."

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## COMMERCIAL REGULATIONS.

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### IMPORTATION OF GUANO UNDER THE PROVISIONS OF THE GUANO ACT OF AUGUST 18, 1856.

HAVING received official information from the Department of State that the islands noted below have been recognised by the issue of the proper certificate, as appertaining to the United States, for the purposes specified in the guano act of August, 18, 1856, the same is published for the information and government of officers of the customs and others concerned.

The special attention of collectors and other officers of the customs is called to the provisions of the 3d section of the act aforesaid, to wit :

"SEC. 3. *And be it further enacted*, That the introduction of guano from such islands, rocks or keys shall be regulated as in the coasting trade between different parts of the United States, and the same laws shall govern the vessels concerned therein."

There being no officer of the customs at the islands, rocks or keys in question to grant clearances or certify manifests, those provisions of the coasting laws which authorize, under certain circumstances, the omission of those papers, will apply to vessels engaged in this trade, and they will be put on the footing of vessels of the United States laden with domestic productions. But masters of such vessels will be required to have manifests subscribed by themselves of the cargo, and to exhibit the same, on demand, to officers of the customs for inspection. Regular entries at the custom-house must be made on arrival at the port of destination in the United States, and collectors of the customs are instructed to cause in all cases the cargo to be carefully inspected.

It will be perceived that the 3d section of the act aforesaid applies the provisions of the laws regulating the coasting trade to vessels employed in the transportation of guano from the islands, rocks and keys in question to ports in the United States.

Only such vessels, therefore, as can legally engage in the coasting trade of the United States, can be employed in such transportation. Foreign

vessels must, of course, be excluded, and the privilege confined to the duly documented vessels of the United States.

Starve, or Barren, lat.  $5^{\circ} 40'$  S., long.  $155^{\circ} 55'$  W.

McKean, lat.  $3^{\circ} 35'$  S., long.  $174^{\circ} 17'$  W.

Phoenix, lat.  $3^{\circ} 35'$  S., long.  $170^{\circ} 55'$  W.

Enderbury, lat.  $3^{\circ} 08'$  S., long.  $171^{\circ} 08'$  W.

Certificates for which have been issued to the Phoenix Guano Company.

Nevassa, lat.  $18^{\circ} 10'$  N., long.  $75^{\circ}$  W., certificate for which has been issued to E. K. Cooper.

Howland, lat.  $00^{\circ} 52'$  N., long.  $176^{\circ} 52'$  W., certificate for which has been issued to the United States Guano Company.

Jarvis, lat.  $00^{\circ} 21'$  S., long.  $159^{\circ} 52'$  W.

Baker's, or New-Nantucket, lat.  $00^{\circ} 15'$  N., long.  $176^{\circ} 30'$  W., certificate for which has been issued to the American Guano Company.

#### BLOCKADE OF THE SOUTHERN PORTS.

*Proclamation of the President of the United States, April 19th, 1861.*

Whereas, an insurrection against the government of the United States has broken out in the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana and Texas, and the laws of the United States for the collection of the revenue cannot be effectually executed therein, conformably to that provision of the Constitution which requires duties to be uniform throughout the United States;

And whereas, a combination of persons, engaged in such insurrection, have threatened to grant pretended letters of marque to authorize the bearers thereof to commit assaults on the lives, vessels and property of good citizens of the country lawfully engaged in commerce on the high seas, and in waters of the United States;

And whereas, an executive proclamation has been already issued, requiring the persons engaged in these disorderly proceedings to desist therefrom, calling out a militia force for the purpose of repressing the same, and convening Congress in extraordinary session to deliberate and determine thereon;

Now, therefore, I, ABRAHAM LINCOLN, President of the United States, with a view to the same purpose before mentioned, and to the protection of the public peace and the lives and property of quiet and orderly citizens pursuing their lawful occupations, until Congress shall have assembled and deliberated on the said unlawful proceedings, or until the same shall have ceased, have further deemed it advisable to set on foot a blockade of the ports within the States aforesaid, in pursuance of the laws of the United States and of the law of nations in such case provided. For this purpose a competent force will be posted so as to prevent entrance and exit of vessels from the ports aforesaid. If, therefore, with a view to violate such blockade, a vessel shall approach or shall attempt to leave any of the said ports, she shall be duly warned by the commander of one of the blockading vessels, who will endorse on her register the fact and date of such warning; and if the same vessel shall again attempt to enter or leave the blockaded port, she will be captured and sent to the nearest convenient port for such proceedings against her and her cargo as prize as may be deemed advisable.

And I hereby proclaim and declare, that if any person, under the pretended authority of the said States, or under any other pretence, shall molest a vessel of the United States, or the persons or cargo on board of her, such persons will be held amenable to the laws of the United States for the prevention and punishment of piracy.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed. Done at the City of Washington, this nineteenth day of April, in the year of our Lord one thousand eight hundred and sixty-one, and of the independence of the United States the eighty-fifth,

ABRAHAM LINCOLN,

WILLIAM H. SEWARD, *Secretary of State.*

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## BLOCKADE OF NORTH CAROLINA AND VIRGINIA PORTS.

*Proclamation of the President of the United States, April 27th, 1861.*

"BY THE PRESIDENT OF THE UNITED STATES OF AMERICA:

"Whereas, for the reasons assigned in my proclamation of the 19th instant, a blockade of the ports of the States of South Carolina, Georgia, Florida, Alabama, Louisiana, Mississippi and Texas was ordered to be established; and, whereas, since that date public property of the United States has been seized, the collection of the revenue obstructed, and duly commissioned officers of the United States, while engaged in executing the orders of their superiors, have been arrested and held in custody as prisoners, or have been impeded in the discharge of their official duties, without due legal process, by persons claiming to act under authority of the States of Virginia and North Carolina, an efficient blockade of the ports of these States will therefore also be established.

"In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed. Done at the City of Washington, this 27th [L. S.] day of April, in the year of our Lord one thousand eight hundred and sixty-one, and of the independence of the United States the eighty-fifth.

"By the President,

ABRAHAM LINCOLN.

"WILLIAM H. SEWARD, *Secretary of State.*"

TO COLLECTORS, SURVEYORS AND OTHER OFFICERS OF THE CUSTOMS ON THE NORTHERN WATERS OF THE UNITED STATES.

*Treasury Department, May 2d, 1861.*

On the 19th day of April, 1861, the President of the United States, by proclamation, declared the ports of South Carolina, Georgia, Florida, Alabama, Louisiana, Mississippi and Texas under blockade; and on the 27th of the same month, by another proclamation, declared the ports of Virginia and North Carolina also under blockade, since which proclamation this department has received reliable information that attempts are frequently made to furnish arms, munitions of war, provisions and other supplies to persons and parties in those States in open insurrection against the constitutional authorities of the Union. It becomes my duty, therefore, to instruct you to cause a careful examination to be made of the manifests of all steam or other vessels departing from your port with cargoes whose ultimate destination you have satisfactory reasons to believe is for any port or place under the control of such insurrectionary parties, and to compare the same with the cargo on board; and if any such manifests be found to embrace any articles of the description before mentioned, or any such articles be found to constitute a part of the cargo, you will take all necessary and proper means to prevent the departure of the vessel, and to detain the same in your custody until all such articles shall be removed therefrom, and for further proceedings according to law. You will also make a careful examination of all flat-boats and other water craft without manifests, and of rail-road cars and other vehicles, arriving at or leaving your port, laden with merchandise, the ultimate destination of which you have good reason to believe is for any port or place under insurrectionary control; and if arms, munitions of war, provisions or other supplies are found having such destination, you will seize and detain the same, to await the proper legal proceedings for confiscation and forfeiture.

In carrying out these instructions, you will bear in mind that all persons or parties in armed insurrection against the Union, however such persons or parties may be organized or named, are engaged in levying war against the United States, and that all persons furnishing to such insurgents arms, munitions of war, provisions or other supplies, are giving them aid and comfort, and so guilty of treason within the terms of the second section of the third article of the Constitution. And you will therefore use your utmost vigilance, and endeavor to prevent the prohibited shipments, and to detect and bring to punishment all who are in any way concerned in furnishing to such insurgents any of the articles above described. You will, on the other hand, be careful not to interrupt, vexatiously or beyond necessity, by unwarranted or protracted detentions and examinations, the regular and lawful commerce of your port. You will report forthwith whether any, and if any, what additional measures may be necessary, in your judgment, to carry into full effect the foregoing resolutions, and you will report to this department, from time to time, your action under these instructions.

I am, very respectfully,

S. P. CHASE, *Secretary of the Treasury.*

## COMMERCIAL CHRONICLE AND REVIEW.

CONDITION OF COMMERCIAL AFFAIRS—SOUTHERN COMMERCE—LETTERS OF MARQUE—IMPORTS OF FOREIGN DRY GOODS—EXPORTS FROM NEW-YORK TO FOREIGN PORTS—CASH DUTIES AT NEW-YORK—FOREIGN IMPORTS AT NEW-YORK—CONTRIBUTIONS IN DEFENCE OF THE UNION—ALBANY BANK FAILURES.

THE unfavorable condition of commercial affairs, reported in our last number, has not been ameliorated since that time. On the contrary, the stagnation indicated in the months of March and April has increased. The non-reception of our usual supplies of Southern produce for foreign export is strongly felt. The light importations of foreign goods at this and other ports are among the prominent features of the season, resulting in continued and lower rates of foreign exchange at this port. The government has commenced its policy of blockade of the Southern ports, which will be thoroughly and effectually sustained by the naval forces of the country.

Southern commerce is thus, for the time, crushed. There can be no outlets for the cotton, tobacco and rice of the South; but this is the inevitable result of the revolution among the seceding States. Congress has power further to close all the Southern ports as "ports of entry;" a measure which would permanently drive all foreign and coastwise commerce from those harbors. The Southern Confederacy has issued a proclamation authorizing *letters of marque*.

It has been strongly urged by cotemporary writers that an unrecognised government possesses no power to issue *letters of marque* and reprisal, and, under the law of nations and all laws, any vessel sailing under such a flag, and seizing a merchantman, would commit robbery on the high seas, and be guilty of piracy, and every man on board of her would be subject to the penalty of death. By the law of nations, piracy is robbery upon the sea. By the laws of the United States, any person who shall commit the crime of robbery or murder on the high seas shall be deemed a pirate. Then what is robbery on the high seas? The Supreme Court have decided that all persons are pirates on board vessels which throw off their national character by cruising piratically and committing plunder of other vessels. The question has been settled by the Supreme Court, in the case of *THE UNITED STATES vs. KLINTOCK, 5 Wheaton*. That was tried in Virginia, and decided by Virginia's Chief-Justice MARSHALL. The prisoner had been fitted out with a privateer commission, purporting to be from the "Mexican Republic," and he seized a vessel and took her into Savannah as a prize. This was in 1820, before the Mexican Republic was acknowledged, and Chief-Justice MARSHALL held, that the assumed chief had no power, as an officer of the Mexican Republic unacknowledged, to give commissions to authorize private or public vessels to make captures at sea. This settles the point, and it follows the English law that no commission of a vessel to seize other vessels on the high seas can be recognised when issued by an unacknowledged government.

In the matter of dry goods the business of the year 1861, so far, is very limited, compared with the past two years. The entries under

the new tariff are, however, large in the single month of April. We annex the returns for the four months:

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

ENTERED FOR CONSUMPTION.				
<i>Manufactures of</i>	1858.	1859.	1860.	1861.
Wool,.....	\$ 3,034,304 ..	\$ 10,442,013 ..	\$ 10,411,495 ..	\$ 4,816,073
Cotton,.....	2,905,522 ..	9,846,310 ..	7,463,582 ..	2,311,126
Silk,.....	4,920,197 ..	11,503,681 ..	13,494,206 ..	5,778,296
Flax,.....	1,143,309 ..	3,926,080 ..	3,016,549 ..	1,140,116
Miscellaneous,.....	1,058,046 ..	2,356,285 ..	1,932,007 ..	1,356,856
Total,.....	13,061,578 ..	38,074,378 ..	36,257,929 ..	15,402,467

WITHDRAWN FROM WAREHOUSE.				
<i>Manufactures of</i>	1858.	1859.	1860.	1861.
Wool,.....	\$ 1,753,102 ..	\$ 659,583 ..	\$ 1,019,681 ..	\$ 3,317,967
Cotton,.....	2,536,089 ..	994,539 ..	1,539,664 ..	3,106,206
Silk,.....	2,077,839 ..	379,923 ..	712,875 ..	2,933,486
Flax,.....	1,185,683 ..	516,243 ..	418,782 ..	1,162,139
Miscellaneous,.....	729,820 ..	204,047 ..	315,462 ..	602,854
Total,.....	8,311,533 ..	2,754,335 ..	4,006,464 ..	11,122,652
Add ent'd for consump.,	13,061,578 ..	38,074,378 ..	36,257,929 ..	15,402,467
Total on market,....	21,373,111 ..	40,828,713 ..	40,264,393 ..	26,525,119

ENTERED FOR WAREHOUSING.				
<i>Manufactures of</i>	1858.	1859.	1860.	1861.
Wool,.....	\$ 763,655 ..	\$ 557,607 ..	\$ 1,084,113 ..	\$ 3,086,372
Cotton,.....	1,255,507 ..	528,749 ..	1,084,960 ..	3,145,933
Silk,.....	765,607 ..	203,059 ..	655,497 ..	2,980,332
Flax,.....	434,506 ..	213,381 ..	162,380 ..	1,171,151
Miscellaneous,.....	316,963 ..	118,273 ..	290,955 ..	557,259
Total,.....	3,536,248 ..	1,621,069 ..	3,280,905 ..	10,941,047
Add ent'd for consump.,	13,061,578 ..	38,074,378 ..	36,257,929 ..	15,402,467
Total entered at port,	16,597,826 ..	39,695,447 ..	39,538,834 ..	26,343,514

The following will show the value of the different manufactures of dry goods imported at New-York for ten months of three fiscal years:

<i>Manufactures of</i>	1859.	1860.	1861.
Wool,.....	\$ 25,586,400 ..	\$ 31,072,300 ..	\$ 27,035,700
Cotton,.....	15,311,300 ..	19,534,000 ..	13,649,300
Silk,.....	23,862,300 ..	31,923,200 ..	26,651,100
Flax,.....	7,500,200 ..	8,710,500 ..	6,442,800
Miscellaneous,.....	4,994,400 ..	5,487,800 ..	5,839,900
Total,.....	\$ 77,264,600 ..	\$ 96,727,800 ..	\$ 75,618,800

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

	1858.	1859.	1860.	1861.
Domestic produce,.....	\$ 5,513,117 ..	\$ 5,950,921 ..	\$ 6,638,682 ..	\$ 9,255,648
Merchandise (free),.....	155,416 ..	441,489 ..	254,772 ..	209,573
Merchandise (dutiable),...	432,393 ..	382,289 ..	482,489 ..	231,784
Specie and bullion,.....	646,285 ..	6,259,167 ..	2,995,502 ..	1,412,674
Total exports,.....	6,746,211 ..	13,033,866 ..	10,371,415 ..	11,109,679
Exclusive of specie,....	6,077,926 ..	6,774,699 ..	7,375,913 ..	9,697,005

The exports for the four months since January 1st, show a favorable result; the movement in breadstuffs has been again large.

Thus the export of domestic produce is nearly one-half more than in April, 1860.

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

	1858.	1859.	1860.	1861.
Domestic produce,...	\$ 17,934,664 ..	\$ 18,374,535 ..	\$ 24,635,808 ..	\$ 40,351,300
Merchandise (free),...	509,993 ..	949,967 ..	1,009,690 ..	856,733
Merch'dise (dutiable),	1,699,445 ..	1,175,339 ..	2,358,011 ..	1,966,714
Specie and bullion,...	9,975,010 ..	14,279,959 ..	7,207,736 ..	2,876,296
Total exports,.....	30,119,112 ..	34,780,300 ..	35,410,735 ..	46,051,043
Exclusive of specie,	20,344,102 ..	20,500,341 ..	28,202,999 ..	43,174,747

The exports of the ten months of the fiscal year are about eleven millions in excess of last year. The following is a brief comparison of the shipments of produce, to which we have added, at the foot, the shipments of specie. These were large in the first months of the fiscal year.

It is interesting to bring forward the total of exports from this port for the expired portion of the fiscal year, as the aggregate, exclusive of specie, is far beyond all former precedent. We have, therefore, compiled a table showing the comparative shipments of the produce and merchandise since the 1st of July:

EXPORTS, EXCLUSIVE OF SPECIE, FROM NEW-YORK TO FOREIGN PORTS FOR TEN MONTHS ENDING WITH APRIL.

	1858.	1859.	1860.	1861.
Six months,.....	\$ 34,702,441 ..	\$ 27,994,834 ..	\$ 36,371,058 ..	\$ 59,924,434
January,.....	4,689,739 ..	4,114,008 ..	6,022,462 ..	11,143,843
February,.....	4,173,577 ..	3,735,633 ..	6,675,870 ..	10,804,307
March,.....	5,180,860 ..	5,876,001 ..	8,128,754 ..	11,529,592
April,.....	6,099,926 ..	6,774,699 ..	7,375,913 ..	9,697,005
Total,.....	54,846,543 ..	48,495,175 ..	64,574,057 ..	103,099,181
Specie for the same,.	31,937,122 ..	27,921,431 ..	43,725,630 ..	23,487,715

Total exports,..... 86,783,665 .. 76,416,606 .. 108,299,687 .. 126,586,896

The above shows a decline during the ten months of the fiscal year, in the shipments of specie, of twenty million dollars, and an increase, during the same time, of nearly forty millions in the exports of merchandise and produce. This is the largest exhibit of export commerce ever made at this port, the total being far beyond all former precedents.

The receipts for cash duties of course show a decrease in the aggregate, keeping pace with the import of goods at the port. The following is a comparative summary:

CASH DUTIES RECEIVED AT NEW-YORK.

	1858.	1859.	1860.	1861.
Six months,...	\$ 16,345,553 57	\$ 15,387,618 49	\$ 19,322,060 96	\$ 17,637,802 21
In January,...	1,641,474 59 ..	3,478,471 38 ..	3,899,166 17 ..	2,059,202 33
February,....	2,063,784 86 ..	3,328,688 93 ..	3,378,043 28 ..	2,528,736 83
March,.....	2,213,452 15 ..	3,164,011 25 ..	3,477,545 74 ..	2,489,926 25
April,.....	1,736,510 41 ..	3,212,060 49 ..	2,444,267 96 ..	1,643,261 99
Total ten mos.,	24,000,775 58	28,570,850 54	32,521,984 11	26,358,929,61

The amount of cash duties has decreased in New-York, it appears, more than six millions, compared with last year.

By the monthly statement of the commerce of this port for April it will be seen that the total of dutiable goods, entered directly for consumption during the last month, was only about half the amount for the corresponding month of last year. The entries for warehousing have been about the same; but the entries of free goods show a gain of one million, and the receipts of specie an increase of nearly two millions. The following is a comparative summary of foreign imports at New-York for the month of April, 1857 to 1861;

## FOREIGN IMPORTS AT NEW-YORK, 1857 TO 1860, FOR THE MONTH OF APRIL.

ENTERED	1857.	1858.	1859.	1860.	1861.
For consumption,..	\$ 11,155,530 ..	\$ 5,887,546 ..	\$ 15,595,741 ..	\$ 10,407,966 ..	\$ 5,393,809 ..
“ warehousing,..	8,168,142 ..	2,148,241 ..	3,754,895 ..	4,127,857 ..	4,187,678 ..
Free goods, .....	955,428 ..	2,658,381 ..	2,802,542 ..	2,386,347 ..	3,351,905 ..
Specie and bullion,	939,218 ..	524,857 ..	272,441 ..	49,186 ..	1,953,001 ..
Total, April, .....	\$ 21,218,318	\$ 11,169,025	\$ 22,425,619	\$ 16,971,356	\$ 14,886,393
Withdrawn, .....	2,287,315 ..	3,203,539 ..	1,543,551 ..	2,069,423 ..	1,761,245 ..

Without the imports of specie, the remaining imports since January 1st, are about twenty-two million dollars less than for the corresponding four months of 1859 and 1860. We annex our usual comparison:

## FOREIGN IMPORTS AT NEW-YORK FOR FOUR MONTHS, FROM JANUARY 1ST.

ENTERED	1857.	1858.	1859.	1860.	1861.
For consumption,..	\$ 57,314,960	\$ 23,093,345	\$ 61,697,937	\$ 57,559,878	\$ 27,276,106
“ warehousing,..	19,066,239 ..	7,200,542 ..	9,025,517 ..	11,991,133 ..	19,584,223 ..
Free goods, .....	6,592,569 ..	8,567,911 ..	10,301,338 ..	11,560,620 ..	12,863,830 ..
Specie and bullion,	3,911,278 ..	1,351,691 ..	517,615 ..	552,505 ..	17,935,703 ..
Total, four months,	\$ 86,885,046	\$ 40,213,489	\$ 81,542,407	\$ 81,664,136	\$ 76,259,862
Withdrawn from warehouse, .....	10,101,989 ..	16,886,251 ..	7,518,056 ..	9,572,213 ..	15,803,390 ..

The imports for the ten months of the present fiscal year show a large decrease over the previous year, in the aggregate. If we omit the heavy aggregate of bullion and coin imported, we shall find that the imports of miscellaneous goods are below the dull period of 1858.

## FOREIGN IMPORTS AT NEW-YORK FOR TEN MONTHS, ENDING APRIL 30, 1857—1861.

	1857.	1858.	1859.	1860.	1861.
Six months, ....	\$ 105,254,740	\$ 109,688,702	\$ 91,082,433	\$ 116,000,642	\$ 120,542,384
January, .....	19,006,732 ..	8,105,719 ..	19,447,962 ..	21,756,273 ..	26,827,411 ..
February, .....	25,524,492 ..	9,209,043 ..	18,848,370 ..	19,356,379 ..	16,341,707 ..
March, .....	21,135,504 ..	11,729,702 ..	20,820,456 ..	23,580,126 ..	18,204,351 ..
April, .....	21,218,318 ..	11,169,025 ..	22,425,619 ..	16,971,358 ..	14,886,393 ..
Total 10 months,	\$ 192,139,786	\$ 149,902,191	\$ 172,624,840	\$ 197,664,778	\$ 196,802,246

The following is a recapitulation of contributions, by banking institutions and individuals, for the defence of the Union:

Connecticut, .....	\$ 2,160,000	New-Hampshire, .....	58,000
Indiana, .....	1,052,000	New-Jersey, .....	2,231,000
Illinois, .....	3,553,000	Ohio, .....	3,348,000
Iowa, .....	100,000	Pennsylvania, .....	3,030,000
Kansas, .....	20,000	Rhode Island, .....	523,000
Maine, .....	1,355,000	Vermont, .....	1,027,000
Massachusetts, .....	3,740,000	Wisconsin, .....	1,077,000
Michigan, .....	1,100,000		
New-York, .....	5,831,000		\$ 31,105,000

All this money must be returned by the United States hereafter to the several States as in the war of 1812—15.



The Finance Committee of the Chamber of Commerce have issued the following notice :

The undersigned, a committee of the Chamber of Commerce, having, by a sub committee, recently visited Washington to confer with the Secretary of the Treasury on the subject of the loans, which he is authorized by law to issue, they beg to call the attention of the public to the particulars of these loans, as follows :

1st. A loan of about nine millions dollars, which will be issued in bonds or stock having twenty years to run, and at six per cent. interest. For this proposals are invited, and it will be awarded to the highest bidder, at Washington, on Tuesday, the 21st instant.

2d. A loan of fourteen millions dollars [\$14,000,000,] which is limited by the law of June, 1860, at par. This loan is now advertised to be awarded on the 30th instant, but from its limitation it will probably have to be issued in Treasury Notes having two years to run, and convertible into twenty years stock or bonds, as above, at the pleasure of the holder ; which notes the Secretary is by law authorized to substitute, and which are also restricted to par.

And the committee invite all capitalists and moneyed institutions to avail of these opportunities for investment.

*Committee.*—PELATIAH PERIT, STEWART BROWN, WILLIAM H. ASPINWALL, J. J. ASTOR, JR., AUGUST BELMONT, JAMES GALLATIN, A. T. STEWART, J. M. MORRISON, MOSES TAYLOR, GEORGE S. COE, F. A. PALMER, JOHN Q. JONES, D. R. MARTIN, JACOB CAMPBELL, JR.

The failures of the Bank of Albany and of the Bank of the Capitol, at Albany, have given rise to some uneasiness ; but the loss in these cases will fall upon stockholders only. So much commercial paper has recently gone to protest in this State, that the assets of our banking institutions are seriously lessened. In addition to these are the failures of the National Bank and the Bank of the Interior, both at Albany.

The currency of the Western States is now undergoing a severe crisis. The bills of those banks that have been founded on the bonds of the States of Virginia, Missouri and Tennessee, are for the present in jeopardy, owing to the serious decline in the market values of those securities.

We have the important intelligence that the British government will remain strictly neutral in respect of affairs incident to the rebellion in the United States. The British government has issued a proclamation, warning British subjects against engaging in the American war, and stating that all doing so will be held responsible for their own acts. The proclamation declares the intention to maintain the strictest impartial neutrality between England and the government of the United States and certain States styling themselves the Confederate States of America. It warns all British subjects, if they enter the military service of either side, or join ships of war, or transports, or attempt to get recruits, or fit out vessels for war purposes or transports, or break or endeavor to break any blockade, lawfully or actually established, or carry soldiers, despatches, or any material contraband of war, for either party, that they will be liable to all the penalty and consequences, and will do so at their peril, and in nowise obtain the protection of the British government. It was announced in the House of Lords that Spain had given assurances, in accepting the annexation of the eastern portion of St. Domingo, that African slavery should not be re-established. Mr. GLADSTONE stated in the House of Commons that the Mail contract with the Galway Steamship Line had terminated. The Cotton Growing Company of Jamaica had determined to plant several thousand acres forthwith, so that the crop may be delivered in Manchester before the end of the year.

## FOREIGN CORRESPONDENCE

OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW.

LONDON, May 4th, 1861.

THE principal topic of discussion for two weeks has been *The Budget*.

The debate on Mr. GLADSTONE's proposition was virtually concluded on Thursday night, 2d inst., when a division took place, which resulted in a majority of eighteen for the government, viz.: 299 for and 281 against it. In this result the ministry have not much cause for triumph. The point on which the struggle took place was, whether the tea duty should be lowered from 1s. 5d. to 1s. per pound, in preference to allowing the paper duty to be abolished, and the country at large were evidently in favor of the reduction in the tea duty, although they were not desirous of any event that might embarrass the preliminary debate, originated by Mr. THOMAS BARING. Mr. BARING had two objects in view, one, to show that Mr. GLADSTONE's financial calculations could not be depended upon; the other, that a portion of the estimated surplus had better be appropriated to the reduction of the duty on tea instead of the abolition of the paper tax. No fewer than seventeen gentlemen succeeded Mr. BARING in the debate, about half in defence of the *Budget* propositions, the others in opposition to them. The debate was long and wearisome. The object of the attack on the *Budget* was to give a "quiet snub to Mr. GLADSTONE," and by that means "splinter the cabinet."

Compared with the corresponding month of 1860, the trade of the country, represented by exports, appears to have increased about five per cent., their total declared value amounting to £10,950,830, against £10,393,470. The branches of our manufactures contributing chiefly to the increase are cottons, linens and woollens, the extension of trade being principally with the continent. The exports of lead to France and China also show an increase. In silk manufactures there is very little difference, an improvement in some descriptions being about counterbalanced by a falling off in others. The leather, iron and copper trades appear to have retrograded; and in the exports of the plates the decrease is fifty per cent. For the first quarter of the year the exports show a material reduction to the United States, the totals being as follows:

MARCH.		FIRST QUARTER.	
1860.	1861.	1860.	1861.
£ 1,488,000	£ 1,298,000	£ 5,084,000	£ 3,573,000

The decline, compared with the same period of 1860, is large in those articles usually demanded by the American trade, viz.:

	JULY.		FIRST QUARTER.	
	1860.	1861.	1860.	1861.
Cotton manufactures, ...	£ 245,000	£ 252,000	£ 1,210,000	£ 923,000
Linen goods, .....	120,000	173,000	527,000	355,000
Woollen cloths, .....	84,000	74,000	250,000	199,000
“ mixed goods, &c.,	148,000	184,000	483,000	424,000
“ worsted, .....	103,000	84,000	342,000	244,000
Tin plates, .....	106,000	36,000	266,000	65,000
Silks, .....	20,000	29,000	93,000	75,000
Millinery, .....	170,000	160,000	524,000	421,000
Iron and steel, .....	265,000	140,000	646,000	418,000

A large business has been done in April in the Liverpool cotton market, at improving rates, and a further advance, equal to three-quarters of a cent per pound, has been conceded. Prices are now two cents per pound above those current at this time last year. A speculative demand sprung up last week on receipt of the news of hostilities having commenced in the United States. The stock now held is 75,000 bales less than it was twelve months ago.

At LLOYD'S, war premiums have been demanded of one to one and a half per cent. on American vessels that have sailed from New-Orleans, and three per cent. on vessels that have yet to start. For American ships from New-York the charge is only one-half per cent.

Wednesday, the first, was a holiday at the Stock Exchange, the transfer books at the bank being closed for the half-yearly balancing of their books.

The East India and China Association have issued their usual statements of the number and tonnage of ships, both British and foreign, that have entered inwards and cleared outwards with cargo from and to places "within the limits of the late East India Company's charter" for three months, ending 31st of March, in the years 1861 and 1860, respectively. From this it appears that in the past three months of 1861 there were 305 vessels of 175,785 tons, while in the like period of 1860 there were 330 vessels of 217,510 tons for the entries inwards, showing a falling off of 25 vessels and 41,725 tons. The entries outwards for the like period were 311 vessels of 214,877 tons in 1861, against 347 vessels of 253,432 tons in 1860, exhibiting a decrease of 36 vessels and 38,655 tons.

At the request of the Turkish government, the British Board of Trade has sent out persons properly qualified to assist in the investigation into the finances of the empire, with a view to their adjustment upon some defined basis. French officers are said already to have reached Constantinople on a similar mission.

Cotton is the leading topic of interest out of London. Official reports show the following shipments of cotton from Alexandria from the 3d of October to the 1st of April:

	GREAT BRITAIN. <i>Bales.</i>		FRANCE. <i>Bales.</i>		AUSTRIA. <i>Bales.</i>		Total <i>Bales.</i>
1856-1857,....	32,520	....	8,712	....	9,347	....	50,579
1857-1858,....	34,762	....	10,051	....	6,932	....	51,745
1858-1859,....	46,886	....	16,027	....	8,983	....	71,896
1859-1860,....	66,820	....	14,999	....	5,504	....	87,323
1860-1861,....	65,071	....	22,273	....	4,319	....	91,663

The attempt, so long desired by the cotton States, to establish a line of steam communication with England, is about to be tried at Liverpool. A prospectus has been issued of a Liverpool and New-Orleans Steam Navigation Company, with a capital equal to \$1,000,000, in shares of \$250 each. The vessels are to run monthly, and are expected to commence during the ensuing summer. Mr. JOSHUA SCHOFIELD, the member for Birmingham, is to be on the direction, and the other supporters of the undertaking are Mr. CHARLES HOLLAND, of Liverpool, a director of the Demerara Railway Company; Mr. CHARLES ROBERTSON, of Liverpool, merchant; Mr. FRANCIS BOULT, of the firm of BOULT, ENGLISH & BRANDON, of Liverpool; and Messrs. HOGTON, RANKIN & Co., of New-Orleans. Additional names, it is promised, will soon be published. As

a speculation to attract the public there can be little hope of its being responded to. If it be launched at all it will be through the personal contributions of houses directly interested in the southern trade.

The failure of the two great firms of BATTAZZI & Co. and HAVA & Co., at Marseilles, in the Greek trade, created much anxiety, lest suspensions should follow in London. The Marseilles stoppages took place in consequence of a sudden withdrawal of facilities by the Bank of France; and at a meeting of Greek merchants held in London this afternoon it has been resolved to send a deputation to that establishment to induce it, it is supposed, to relax its policy. The failure of Messrs. P. HAVA & Co., one of the oldest and most respectable of our Greek firms, was announced this week, but it is believed that their assets are good and will yield a large surplus. Whether any other firms in the same interest will have to suspend is a point that remains doubtful. There is no question of the general solvency of the merchants in this trade, provided the Turkish government, to whom they have made imprudent advances, fulfil their obligations.

RICHARD COBDEN has written a letter to the Mayor of Manchester, in which the following passage occurs :

"We are not, I trust, taking too sanguine a view of the effects of the recent commercial arrangement in assuming that its influence will be felt beyond the limits of the two countries immediately concerned. When England and France are found co-operating, whether in peace or war, for the attainment of a common object, they can hardly fail to make their policy triumphant throughout Europe, and looking at the negotiations now going on elsewhere, and the indications generally manifested, I am led to the conclusion that ere long the example of those two nations will induce the whole continent to adopt a more liberal commercial policy. In the mean time, whatever hesitation there may be in Europe, or whatever temporary backsliding in America, it is satisfactory to know that England, speaking through the voice of Manchester, remains faithful to the principle of unconditional freedom of trade; if it be accompanied with reciprocity from other countries, so much the better for her and them—if not, so much the better for her than them. In any case, liberty will bring its own reward."

MR. COBDEN was to leave Algiers on the 23d, and it is probable that he will resume his parliamentary duties about the second week in May. His health, we are happy to learn, is greatly improved. In passing through the south of France it is his intention to consult the most eminent wine-producers and shippers as to the best method of levying a duty on wines, so as to remove the dissatisfaction felt in England regarding the working of the alcoholic test. There is an *on dit* afloat that a week or two back MR. COBDEN received from Lord PALMERSTON a letter, intimating the willingness of the Queen to bestow upon the honorable gentleman some mark of her high sense of the important services rendered by him in negotiating the commercial treaty with France. It is said that MR. COBDEN respectfully declined to receive the proffered honor.

A few days since tenders were received for the supply of forty locomotives for the Russian railways. There were numerous offers from English and French manufacturers, but the contract, it is said, is given to COCKERILL & Co., of Liege, who presented the lowest tender, 63,000*fr.* the engine. A manufacturer at La Villette, near Paris, has obtained a

contract for the supply of five hundred wagons for the railway from Alicante to Seville. Another manufacturer has obtained a contract for the supply of 1,200 tons of iron for the same company.

The treaty between Switzerland and Italy for carrying a railway over the Luckmanier has been concluded. Switzerland is to contribute 48,000,000*f.* towards the cost of construction. The treaty also stipulates that when 25,000,000*f.* of this amount shall have been guaranteed, and 5,000,000*f.* actually spent on the construction of the railway, the kingdom of Italy will within four years contribute 20,000,000*f.*, which will not, however, bear interest. It has been further stipulated that the cost of laying the railway over that portion of the Alps between Dissentis and Olivone shall be defrayed by the kingdom of Italy. The Canton of St. Gall has already voted 5,000,000*f.* towards the expenses.

## FREIGHTS AT LIVERPOOL.

	<i>Boston.</i>				<i>New-York.</i>				<i>Philadelphia.</i>				<i>New-Orleans.</i>						
	<i>Os.</i>	<i>Od.</i>	<i>to</i>	<i>Os.</i>	<i>Od.</i>	<i>to</i>	<i>Os.</i>	<i>Od.</i>	<i>to</i>	<i>Os.</i>	<i>Od.</i>	<i>to</i>	<i>Os.</i>	<i>Od.</i>	<i>to</i>	<i>Os.</i>	<i>Od.</i>		
Rails,.....	0s.	0d.		0s.	0d.		0s.	0d.		0s.	0d.		0s.	0d.		0s.	0d.		
Bars,.....	10	0	"	0	0	..	8	0	"	0	0	..	10	0	"	0	0		
Fine Iron,&c.,	10	0	"	0	0	..	9	0	"	0	0	..	10	0	"	0	0		
Chemicals,...	10	0	"	0	0	..	12	6	"	0	0	..	10	0	"	11	0		
Salt,.....	nominal.				..	nominal.				..	nominal.				..	nominal.			
Dry Goods,...	10	0	"	15	0	..	10	0	"	17	6	..	12	6	"	20	0		
Hardware,...	12	6	"	15	0	..	10	0	"	12	6	..	15	0	"	20	0		
Earthenware,	4	6	"	0	0	..	7	0	"	0	0	..	7	0	"	0	0		
Passengers,...	£3 15 <i>s.</i>				..	£3 17 <i>s.</i> 6 <i>d.</i>				..	£3 10 <i>s.</i>				..	£4 0 <i>s.</i>			
	£4				..	....				..	£4 nom.				..	£5.			

The Tribunal of Commerce has dissolved the company of the Caisse Mirès, and appointed official administrators to wind up its affairs. On the part of Count de Germiny it was stated that, by instruction of the Minister of Finance, he was obliged to resign his post. An advocate, who appeared for M. MIREs, said that, though that gentleman maintained the protest he had made against all that had been done with regard to his company since his arrest, he had no objection to offer to the present application, and acknowledged that Count de Germiny had rendered immense services to the company. The tribunal declared the company of the Caisse Générale des Chemins de Fer dissolved, and appointed MM. BORDIAUX and RICHARDIERE to wind up its affairs.

There has been more activity in the Scotch pig iron trade during the month of March, the shipments within that period having reached a total of 25,161 tons as compared with 20,620 tons last year. Since the commencement of the year the shipments had exhibited great dullness, but a better state of things may probably be now anticipated. The reduction in the rate of discount is beginning to exercise a beneficial influence on the wool market. Prices have not exhibited any change, but holders are firm, and consumers are operating rather more freely. A limited liability company has been formed for the purpose of establishing a line of steamers between Newcastle and Dundee.



## THE BOOK TRADE.

1. *A Critical Dictionary of English Literature and British and American Authors, living and deceased, from the earliest accounts to the middle of the Nineteenth Century. Containing thirty thousand Biographies and Literary Notices, with forty indexes of subjects.* By S. AUSTIN ALLIBONE. Vol. 1. Royal octavo, pp. 1,004, double columns. CHILDS & PETERSON, Philadelphia.

This is one of the choice books of the age. It enters upon a field hitherto unoccupied in this country, and embracing men and things which should be familiar to the whole reading community. To the legislator and the lawyer, the clergyman and the editor, the Dictionary is of inestimable value. It is, in fact, the key to hundreds of thousands of volumes which otherwise would be, to the mass of readers, *sealed books*. In addition to a biographical sketch of authors and of writers, Mr. ALLIBONE gives a list of the writings of each, the dates of publication, and critical notes on both the authors and their works. These notices are either taken from the writings of cotemporary authors, from the reviews and magazines of the day, or (as in many cases) are original. Even this department of the work has involved a deep research into the depths of thousands of volumes; and the opinions of the learned are thus brought prominently before us.

To the book-buyer, and to those who are forming libraries, the Dictionary has peculiar charms. It gives them an instant and clear insight into all the works extant in the English language.

The only work of a similar character, possessing much value, was WATTS' *Bibliotheca Britannica*, published in the year 1824, in four quarto volumes. This work was the result of a life's labor, and finally impoverished the author, and he died without knowing the estimation in which it was held.

The second volume of Mr. ALLIBONE's work will exceed in value the first. It will contain an alphabetical list of subjects, and give the titles of the various works written and published in reference thereto. Few persons now know, for instance, the volume published in reference to the history of the individual States of this Union. Of some the history is, unfortunately, unwritten; and the material for such history are scattered to the winds. We shall soon be supplied with the conclusion of the Dictionary, which will enable us to ascertain readily the names of all works upon any subject of inquiry.

2. *The Ordeal of Free Labor in the British West Indies.* By WM. G. SEWELL. 12mo. pp. 324. HARPER & BROTHERS, N. Y.

The object of this book is to bring before the public the results of emancipation in the British West Indies; to give, as free from comment as possible, such information as he has obtained from personal observation and reference to reliable sources, about its present population, their customs, habits, commerce, industry and their government. It is not intended to draw any inferences, favorable or unfavorable, between emancipation in the United States and the West Indies; for the social and political condition of the two countries forbid any comparison; but to deny the too prevalent opinions, that the negro is unable to work without a master, is incapable of high civilization, and thus emancipation has ruined the West Indies.

The first ten chapters are devoted to the Windward Islands, First Impressions, Barbadoes and its Capital, the Governing Classes and Colored Population of Barbadoes; the Experience of Free and Slave Labor there; the present Social Distinctions; the Commerce and Prosperity of these Islands, and the condition of St. Vincent, Grenada, Tobago and St. Lucia since emancipation. Four chapters describe Trinidad, its characteristics; the Creoles of African descent; the Scheme of Asiatic Immigration; its Cultivation and Commerce; then the Prosperity of and Want of Labor in Antigua and the Minor Colonies. The last eleven chapters are devoted to Jamaica; its Past and Present Times; a Tour through the Island; the Middle and

Laboring Classes; Free and Slave Labor; Want of Labor; Necessity for Immigration.

3. *The Laws of Business for Business Men, in all the States of the Union, with forms for Mercantile Instruments, &c., &c.* By THEOPHILUS PARSONS, LL. D., Professor of Law in the University of Cambridge. LITTLE, BROWN & Co., of Boston.

The interests of every business man or holder of property in a civilized community are affected by the laws enacted by that community; and from the time of the feudal ages down, business connections have been multiplying and property becoming annually more diffused, step by step, with the progress of society. The law to protect rights meets the operator at every turn, and the necessity, as well as the desire, to know something of the general principles of law, have become more urgent. An eminent English lawyer has said that it is astonishing within how small a space all the principles of commercial law may be compacted. Acting on these data, Mr. PARSONS has compiled a book which, with a moderate application of time and intelligence, will place within the reach of every man a good knowledge of law principles. It is provided with an index that makes possible a ready recurring to the principles of law applicable to every transaction that may arise in business. It is, therefore, not only an exceedingly useful work, but one of highest authority.

4. *A Practical Treatise on the Revenue Laws of the United States.* By C. C. ANDREWS. LITTLE & BROWN, Boston.

This volume is intended, by its able author, to elucidate those obscurities in the revenue laws of the United States, of which Mr. Justice STORY long since expressed the complaint of the bar. The whole so-called system of law has been left by Congress in a very imperfect state, without any serious attempt to reconcile contradiction or cure defects. The volume of Mr. ANDREWS goes some way towards supplying the want, and appears to have been executed with much ability.

5. *The Life and Career of Major JOHN ANDRE, Adjutant-General of the British Army in America.* By WINTHROP SARGENT. Boston: TICKNOR & FIELDS.

There has been ever a romantic interest attending the fate of ANDRE, who, young, accomplished, rich and admired, died a felon's death, in accordance with the inexorable martial law which punishes the spy with death. The fate was the more regretted that the arch-traitor escaped by the point of honor that forbade the delivery of ARNOLD, to expiate his crime of treason and the fault of ANDRE. Mr. SARGENT, in the present volume, has brought together all that can be discovered in relation to ANDRE, his family and career; and has, so to speak, "set" the information in a collection of very agreeable gossip of the men and times in which ANDRE moved. The fashions, customs and manners of Philadelphia and New-York during their occupation by the gay officers of Britain, are pleasantly brought before us, throwing an additional interest around the fate of the young officer who, from amidst those scenes, was translated to the gallows, which, claiming a victim, took him in fault of ARNOLD.

6. *The History of England, from the Accession of JAMES II.* By Lord MACAULAY. Vol. 5. Edited by his sister, Lady TREVELYAN, with additional notes. *A sketch of Lord MACAULAY's Life and Writings.* By S. AUSTIN ALLIBONE; and a complete Index to the entire work. Boston: CROSBY, NICHOLS, LEE & Co.

This volume contains that portion of the continuation of the "History of England" which was revised by Lord MACAULAY. It is given precisely as he left it, and is the last thought of the great mind as it passed away, untouched by any other hand. From the notes left by him an account of the death of WILLIAM has been arranged and added to, while kept distinct from the work of MACAULAY. The life of MACAULAY, by ALLIBONE, was in the possession of the former for more than a year before his death, and it received the stamp of accuracy. The account of the death and its effect upon the public has been added.

7. *What we Eat. An account of the most common adulterations of Food and Drink, with simple tests by which many of them may be detected.* By THOMAS H. HOSKINS, M. D. 12mo. pp. 218. Boston: T. O. H. P. BURNHAM.

The rapid growth of large cities causes an ever increasing demand upon the food resources of the country, tending to raise the prices at the same moment that the ave-

rage means of purchase among a large proportion of the people diminishes. Hence the temptation to adulterate almost every consumable article offered for sale. This operation has been of old date in European cities, but is comparatively of recent date in this country; nevertheless it has become an evil of great magnitude. The volume before us treats of this subject in most of its phases in an interesting manner. It shows the manner of and the materials with which flour and its manufacture, cocoa, butter, lard, honey, sugar, pepper, spices, confectionery, fruits, meats, fish, liquors of all sorts, &c., &c., are adulterated, to the injury of health and finances. It also points out the tests for detection, and describes the means of avoiding these impositions. To state these facts is to commend the work to the public attention.

8. *Correspondence of FRAULEIN GUNDERODE and BETTINE von Arnim.* 12mo. pp. 344. Boston: T. O. H. P. BURNHAM.

This volume comprises, as its title signifies, the correspondence, in the early part of the century, between GUNDERODE, who was a canoness of one of those convent boarding-schools described by LAMARTINE in his account of his father's courtship, and a young lady, of a wealthy family, who had formerly been an inmate of the convent. The latter subsequently became the friend of GÆTHE. The correspondence has many attractions, not the least of which is the picture it draws of the different spheres of life in which the writers respectively moved.

9. *Annual of Scientific Discovery; or, Year-book of facts in Science and Art for 1861.* By DAVID A. WELLS, A. M., &c. 12mo. pp. 424. Boston: GOULD & LINCOLN.

This welcome volume again makes its appearance, rich with the progress of science and invention during the past year. In every branch of art there are some new and interesting discoveries to record, and the book is supplied with a full and complete analytical index that makes reference to it a matter of little difficulty.

10. *The North American Review, April, 1861.* Boston: CROSBY, NICHOLS, LEE & Co.

The present number, the 191st, well sustains a reputation which has been earned for it successively by its many brilliant writers. It contains an article upon the present difficulties of the country which will attract much attention. There is also an able paper upon explorations in Eastern Africa, a country in which new interest has been excited by the events that have been crowding upon the commercial and political world in the last few years here. Whatever of capacities and resources may be there latent are likely to be drawn out before the existing enterprises shall have been abandoned. There are other attractive papers that will command attention. The subjects of the Review are the following: I. Criminal Procedure. II. SMITH's Tables of Ecclesiastical History. III. Explorations in Eastern Africa. IV. Documentary History of the Revolution. V. DE GERANDO. VI. Temporal Power of the Church. VII. The Literature of Power. VIII. Slavery, its Origin and Remedy. IX. APPLETON on the Rules of Evidence. X. Travel in Europe. XI. The usual Critical Notices and New Publications.

From the notice of Mr. APPLETON's work on the *Rules of Evidence*, we gather that the States in which parties are admitted to testify in their own behalf are Maine, Rhode Island, Connecticut and New-York. The States in which interest in the event of a suit does not exclude a witness are Maine, Massachusetts, Rhode Island, Connecticut, New-York, Wisconsin, Indiana, Ohio, California and Alabama. The States in which the rule excluding witnesses on account of religious belief has been modified to a greater or less degree are Maine, New-Hampshire, Massachusetts, Connecticut, Indiana, California and Georgia. The States in which conviction of crime affects credibility and not competency, are Massachusetts, Connecticut, Indiana and Ohio. The common-law rule has been modified in Maine, New-York, and perhaps in other States.

11. *CHAMBERS' Encyclopedia; a Dictionary of Universal Knowledge for the People.* Illustrated with maps and numerous wood engravings. Edinburgh: W. & R. CHAMBERS. Philadelphia: J. B. LIPPINCOTT & Co. Vol. 1, royal octavo, pp. 822, double columns.

This volume embraces subjects from "A." to "BELFAST." It is a work eminently fit for families, embracing articles on several thousand topics, many of which are copiously illustrated. The maps are highly finished, including in this volume only

those of Africa, Central America, North America, South America, Asia, Australia and Austria. The Encyclopedia of Messrs. CHAMBERS is constructed on the basis of the latest edition of the German *Conversations Lexicon*, but is entirely fresh in its materials. The articles on Great Britain and her colonies, North and South America, have been prepared with elaborate care. The articles in the departments of biography, geography, natural history and mythology possess great merit, and are just long enough for reference and family reading.

12. *The American Almanac for 1861.* Boston: CROSBY, NICHOLS, LEE & Co.

This is a standard work in American statistics, politics and affairs, which is indispensable for every one to have who is a student, professional man, statesman or cultivated person. Here are the facts of the country. Here is a list of the principal officers, both of the general and State governments; instructive essays; one on Meteorology, by Prof. JOSEPH LOVERING, of Harvard College; and one on Pleuro-Pneumonia, or the cattle disease, by Dr. MORRILL WYMAN, of Cambridge. The tides, signs, cycles, calendars, days and seasons, commerce and navigation and laws, latitudes and longitudes, obituaries, domestic and foreign records of events, and sketches of the officers of the foreign kingdoms. It is a highly valuable volume for all classes.

13. *Works of FRANCIS BACON.* Vol. 15; being vol. 5 of the Literary and Professional Works. Boston: BROWN & TAGGARD.

MESSRS. BROWN & TAGGARD have so far completed their magnificent edition of the works of FRANCIS BACON as to have issued five volumes, the last of which is volume 15 of the entire publication, containing the conclusion of the Professional Works, and a most excellent index to the Literary and Professional Works.

In this volume we find much matter that shows how largely he was concerned in the leading legal questions of his time, involving points of constitutional law, such as can be discussed properly only by lawyers, who are also statesmen and scholars. The "Case of the Post-Nati of Scotland" is an example of this, and it made as deep an impression in the times of JAMES I. as one of Mr. WEBSTER'S constitutional arguments was sure to make in the times of President JACKSON. There are other legal questions discussed by him, the reports of which are here published, and the perusal of which assists greatly to the understanding of several points of English history.

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