

THE
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AND

COMMERCIAL REVIEW.

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COTTON AND COTTON MANUFACTURE.

I. VALUE OF BRITISH COTTON GOODS IN 1860.—II. PROGRESS OF THE COTTON MANUFACTURE FROM 1836 TO 1860.—III. COTTON TRADE OF GREAT BRITAIN AT SIX DECENNIAL PERIODS, AND WEEKLY CONSUMPTION SINCE 1847.—IV. IMPORTS OF COTTON INTO GREAT BRITAIN, 1820-1859, FROM THE UNITED STATES, BRAZIL, MEDITERRANEAN, BRITISH EAST INDIES, BRITISH WEST INDIES, WITH THE ANNUAL AVERAGE PRICE OF UNITED STATES UPLANDS, BRAZIL AND EAST INDIA SURAT COTTON.—V. CAPACITY OF THE COTTON BALE.—VI. STOCK OF COTTON AT LIVERPOOL, 1844-1860.—VII. THE CHIEF MANUFACTURING COUNTRIES OF EUROPE COMPARED WITH THE UNITED STATES.—VIII. COTTON MANUFACTURE OF FRANCE.—IX. HOLLAND AND THE NETHERLANDS.—X. LABOR AND WAGES IN ENGLAND.—XI. SPINDLES AND PRODUCTION IN THE UNITED STATES.—XII. EXPORTS OF COTTON MANUFACTURES FROM GREAT BRITAIN, AND AVERAGE PRICE OF GOODS, 1815-1860.

I. VALUE OF BRITISH COTTON GOODS.

WE have before expressed the opinion, that the value of British manufactured goods exceeds annually four hundred and fifty millions of dollars; while the total cost of the raw material being only one hundred and fifty millions of dollars, (£34,550,000 sterling,) there is a resulting profit to England of three hundred millions of dollars, in round numbers. This is confirmed by a recent statement in URE's *History of the Cotton Manufacture*, (London, H. G. BOHN, 1861,) where it is stated:

"The total cotton manufacture for home and foreign use, according to MR. POOLE, (*Statistics of British Commerce*,) may be reasonably assumed at twice the value of the raw material consumed. And this assumption is borne out by the estimate given upon the authority of Messrs. DU FAY & Co., of Manchester. Hence, as we paid more than £30,000,000 for the raw cotton we consumed in 1859, this would give an aggregate value of £90,000,000 for the cotton manufacture at present, including the price of both raw material and finished products.

"We know, from the official returns, that more than one-third of our entire exports in 1859 consisted of cotton. Besides which, there has to

be added the proportion of cotton which forms part of £12,000,000 more exported in the shape of mixed woollens, haberdashery, millinery, silks, apparel and slops. The home consumption of cottons, which a few years ago was calculated to average £25,000,000 annually, must have greatly increased, so as to bear a close approximation to the quantity exported, £48,000,000. The amount of actual capital invested in the cotton trade of the kingdom is believed to be now about £60,000,000 sterling."

II. RAPID PROGRESS OF THE COTTON MANUFACTURE IN ENGLAND.

In the year 1846, only fifteen years ago, the total value of British manufactured cottons was only forty-four millions sterling; whereas, in 1860, the value is officially reported at £92,013,000. The growth of these manufactures since the year 1836 is shown in the following tabular statement:

VALUE OF THE HOME AND EXPORT TRADE IN BRITISH MANUFACTURED COTTON GOODS, 1836-1860.

<i>Years.</i>	<i>Computed value of the cotton consumed.</i>	<i>Declared value of cotton manufactures exported.</i>	<i>Computed value of home consumption.</i>	<i>Total value of the British cotton manufacture.</i>
1836,.....	£ 15,081,011	.. £ 24,632,058	.. £ 19,059,600	.. £ 43,691,658
1837,.....	10,777,351	.. 20,596,123	.. 15,505,018	.. 36,101,141
1838,.....	13,132,102	.. 24,147,726	.. 20,970,133	.. 45,117,859
1839,.....	12,692,165	.. 24,550,375	.. 11,951,943	.. 36,502,318
1840,.....	13,243,773	.. 24,668,618	.. 24,948,037	.. 49,616,655
1841,.....	12,089,309	.. 23,599,478	.. 16,244,807	.. 39,744,285
1842,.....	10,664,723	.. 21,679,348	.. 15,540,963	.. 37,220,311
1843,.....	11,382,861	.. 23,447,971	.. 19,822,940	.. 43,270,911
1844,.....	11,621,328	.. 25,805,348	.. 17,060,290	.. 42,865,638
1845,.....	11,400,319	.. 26,119,331	.. 20,868,763	.. 46,988,094
1846,.....	13,018,609	.. 25,599,826	.. 18,974,766	.. 44,574,592
1847,.....	13,004,679	.. 23,333,225	.. 13,113,489	.. 36,446,714
1848,.....	10,280,939	.. 22,681,200	.. 16,422,693	.. 39,103,893
1849,.....	13,859,999	.. 26,775,135	.. 16,666,441	.. 43,441,576
1850,.....	17,937,100	.. 28,257,401	.. 17,569,591	.. 45,826,992
1851,.....	16,225,429	.. 30,088,836	.. 18,210,520	.. 48,299,356
1852,.....	16,641,239	.. 29,878,087	.. 21,278,107	.. 51,256,194
1853,.....	18,425,879	.. 32,712,902	.. 22,860,293	.. 55,573,195
1854,.....	18,251,081	.. 31,745,857	.. 23,348,190	.. 55,094,047
1855,.....	19,619,888	.. 34,779,141	.. 19,957,379	.. 54,736,520
1856,.....	22,129,599	.. 38,232,741	.. 18,842,111	.. 57,074,852
1857,.....	25,925,228	.. 39,073,420	.. 21,084,283	.. 60,157,703
1858,.....	26,254,800	.. 43,001,322	.. 17,385,712	.. 60,387,034
1859,.....	27,530,774	.. 48,208,444	.. 23,164,770	.. 71,373,214
1860,.....	33,264,877	.. 52,013,482	.. 40,000,000	.. 92,013,482

III. COTTON TRADE OF GREAT BRITAIN AT SIX DECENNIAL PERIODS.

There is a constantly increasing demand for cotton, not only for clothing, &c., arising from the growth of population and the diffusion of wealth, but also for admixture with wool, as well as in the manufacture of cordage, twine and sail-cloth, which are new branches of trade to which cotton has recently been applied. The production of cotton ought to increase much greater than the population; for as civilization and commerce extend, the number that will consume cotton fabrics, and the annual consumption of each person, by reason of the greater productive power, will extend in a still greater ratio. The following is the

COTTON TRADE OF GREAT BRITAIN, SHOWING THE SOURCES OF SUPPLY IN DECENNIAL PERIODS.

	1806.	1816.	1826.	1836.	1846.	1856.
American,....	124,939 ..	166,077 ..	395,852 ..	764,707 ..	932,000 ..	1,758,295
Brazil,.....	51,034 ..	123,450 ..	55,590 ..	148,715 ..	84,000 ..	122,411
Egyptian,....	.....	.....	47,261 ..	34,953 ..	59,600 ..	111,960
East Indies,...	7,787 ..	37,670 ..	64,699 ..	219,193 ..	49,500 ..	463,932
West Indies,...	77,978 ..	42,235 ..	18,188 ..	33,506 ..	9,000 ..	11,320
Bales,.....	261,738 ..	369,432 ..	581,590 ..	1,201,074 ..	1,134,100 ..	2,467,918

The cotton manufacture has been everywhere extending in the past quarter of a century, and consumption steadily gaining upon production. The weekly deliveries of cotton for consumption from the stocks warehoused in British ports have nearly doubled in the last ten years. In 1847 the consumption was but 20,259 bales per week; in 1859 it averaged 46,699 bales weekly. The consumption in the United States in 1847 was 427,967 bales; in 1857 it was 702,138 bales. The quantity of cotton taken for consumption in the United Kingdom has been as follows:*

	BALES OF 400 LBS.		
	Year.	Week.	
1847,.....	1,105,998 bales of 381 lbs. ..	1,053,492 ..	20,259
1848,.....	1,505,331 " 393 " ..	1,479,294 ..	28,448
1849,.....	1,586,608 " 395 " ..	1,568,861 ..	30,170
1850,.....	1,513,007 " 386 " ..	1,461,176 ..	28,100
1851,.....	1,662,585 " 390 " ..	1,622,566 ..	31,203
1852,.....	1,911,558 " 393 " ..	1,875,002 ..	36,058
1853,.....	1,854,610 " 396 " ..	1,837,287 ..	35,533
1854,.....	1,949,327 " 401 " ..	1,954,355 ..	37,583
1855,.....	2,099,298 " 398 " ..	2,085,766 ..	49,111
1856,.....	2,263,899 " 407 " ..	2,303,764 ..	44,303
1857,.....	1,960,566 " 401 " ..	1,962,829 ..	37,749
1858,.....	2,174,559 " 412 " ..	2,241,785 ..	43,111
1859,.....	2,294,310 " 423 " ..	2,428,358 ..	46,699

REVIEW OF COTTON AND SPINDLES.

	No. of persons employed in cotton mills.	Increase.	Cotton consumed.		Increase.	Average consumption of cotton per hand.	No. of spindles.	Average weight of cotton consumed annually per spindle.	
			lbs.	lbs.				lbs.	lbs.
1856 ..	379,213 ..	.....	891,400,000 ..	.....	2,351 ..	28,010,217 ..	31½	
1859 ..	415,423 ..	36,210 ..	976,600,000 ..	85,200,000 ..	" ..	30,759,363 ..	"		
1860 ..	446,999 ..	31,576 ..	1,050,895,000 ..	74,295,000 ..	" ..	33,099,056 ..	"		

* URE'S History, Vol. II., p. 375.

STATISTICAL HISTORY OF THE COTTON TRADE,

(Commencing at the Peace of 1815.)

SHOWING THE EXPORTS OF COTTON MANUFACTURES AND YARNS, (EXCLUSIVE OF LACE, HOSIERY AND THREAD,) AS COMPARED WITH THE TOTAL EXPORTS;
THE AVERAGE PRICE OF GOODS PER YARD AND YARN PER LB., AS COMPARED WITH THE PRICE OF COTTON IN EACH YEAR.

Years.	Total British exports of all descriptions. £	Exports of cotton manufactures and yarn. £	COTTON MANUFACTURES.			Average price of bowed cotton at close of year. d.	COTTON YARN.			Average price of bowed cotton at close of year. d.
			Quantity.	Real value.	Average per yard.		Quantity.	Real value.	Average per lb.	
			Yds.	£	d.		lbs.	£	d.	
1815 ..	49,653,245 ..	19,822,193 ..	252,884,029 ..	18,158,172 ..	17½	21½	9,241,548 ..	1,674,021 ..	43½	21½
1816 ..	40,328,940 ..	14,937,527 ..	189,263,731 ..	12,309,079 ..	15½	18½	15,740,675 ..	2,628,448 ..	40	18½
1817 ..	40,349,235 ..	15,489,715 ..	236,987,669 ..	13,475,534 ..	13½	20½	12,717,382 ..	2,014,181 ..	38	20½
1818 ..	45,180,150 ..	18,103,487 ..	255,321,695 ..	15,708,183 ..	14½	20½	14,743,675 ..	2,395,304 ..	38½	20½
1819 ..	34,252,251 ..	14,234,290 ..	202,514,682 ..	11,714,507 ..	15½	19½	18,085,410 ..	2,519,783 ..	33½	19½
1820 ..	35,569,077 ..	16,035,643 ..	350,956,541 ..	13,209,000 ..	9	11½	23,032,325 ..	2,826,643 ..	29½	11½
1821 ..	35,523,127 ..	15,498,734 ..	266,495,901 ..	13,192,904 ..	11½	9½	21,526,469 ..	2,305,830 ..	25½	9½
1822 ..	36,176,897 ..	16,551,544 ..	304,379,691 ..	13,853,954 ..	10½	8½	26,595,468 ..	2,697,590 ..	24½	8½
1823 ..	34,589,410 ..	15,606,591 ..	301,816,254 ..	12,980,644 ..	11½	8½	27,378,986 ..	2,625,947 ..	93½	8½
1824 ..	37,600,021 ..	17,579,651 ..	344,651,133 ..	14,444,255 ..	9½	8½	34,605,510 ..	3,135,396 ..	21½	8½
1825 ..	38,077,330 ..	17,439,739 ..	336,466,698 ..	14,233,010 ..	10½	11½	32,641,604 ..	3,206,729 ..	23½	11½
1826 ..	30,847,528 ..	13,357,961 ..	267,060,534 ..	9,866,623 ..	8½	6½	42,179,521 ..	3,491,338 ..	19½	6½
1827 ..	37,181,335 ..	16,493,613 ..	365,492,804 ..	12,948,035 ..	8½	6½	44,878,774 ..	3,545,578 ..	18½	6½
1828 ..	36,812,756 ..	16,078,654 ..	363,328,431 ..	12,483,249 ..	7½	6½	50,506,751 ..	3,595,405 ..	17½	6½
1829 ..	35,842,623 ..	16,493,121 ..	402,517,196 ..	12,516,247 ..	7½	5½	61,441,251 ..	3,976,874 ..	15½	5½
1830 ..	38,271,597 ..	18,253,511 ..	444,578,498 ..	14,119,770 ..	7½	6½	64,645,342 ..	4,133,741 ..	15½	6½
1831 ..	37,164,372 ..	16,111,532 ..	421,385,303 ..	12,136,513 ..	6½	6	63,821,440 ..	3,975,019 ..	14½	6

Cotton and Cotton Manufacture.

1832	..	36,450,594	..	16,223,389	..	461,045,503	..	11,500,630	..	5 $\frac{1}{2}$	..	6 $\frac{1}{2}$	..	75,667,150	..	4,722,759	..	14 $\frac{1}{2}$	..	6 $\frac{1}{2}$
1833	..	39,667,347	..	17,155,084	..	496,352,096	..	12,451,060	..	6	..	8 $\frac{1}{2}$	..	70,626,168	..	4,704,024	..	15 $\frac{1}{2}$	..	8 $\frac{1}{2}$
1834	..	41,649,191	..	19,338,367	..	555,705,899	..	14,127,352	..	6 1-16	..	8 $\frac{1}{2}$	..	76,478,468	..	5,211,015	..	16 $\frac{1}{2}$	..	8 $\frac{1}{2}$
1835	..	47,372,270	..	20,888,020	..	557,515,701	..	15,181,431	..	6 $\frac{1}{2}$	..	10 $\frac{1}{2}$	..	83,214,198	..	5,706,589	..	16 $\frac{1}{2}$	..	10 $\frac{1}{2}$
1836	..	53,368,572	..	23,303,533	..	637,667,627	..	17,183,167	..	6 $\frac{1}{2}$	..	9 $\frac{1}{2}$	..	88,191,046	..	6,120,366	..	16 $\frac{1}{2}$	..	9 $\frac{1}{2}$
1837	..	42,070,744	..	19,683,931	..	531,373,663	..	12,727,989	..	5 $\frac{1}{2}$	..	7	..	103,455,138	..	6,955,942	..	16 $\frac{1}{2}$	..	7
1838	..	50,060,970	..	22,986,602	..	690,077,622	..	15,544,733	..	5 $\frac{1}{2}$	..	7	..	114,596,602	..	7,431,869	..	15 $\frac{1}{2}$	..	7
1839	..	53,233,580	..	23,236,638	..	731,450,123	..	16,378,445	..	5 5-16	..	7 $\frac{1}{2}$	..	105,686,442	..	6,858,193	..	15 $\frac{1}{2}$	..	7 $\frac{1}{2}$
1840	..	51,406,430	..	23,403,528	..	790,631,997	..	16,302,220	..	4 15-16	..	6	..	118,470,223	..	7,101,308	..	14 $\frac{1}{2}$	..	6
1841	..	51,634,623	..	22,252,778	..	751,125,624	..	14,985,810	..	4 $\frac{1}{2}$	..	6 $\frac{1}{2}$	..	123,226,519	..	7,266,968	..	14 $\frac{1}{2}$	..	6 $\frac{1}{2}$
1842	..	47,381,023	..	20,658,684	..	734,098,809	..	12,887,220	..	4 3-16	..	5 $\frac{1}{2}$	..	137,466,892	..	7,771,464	..	13 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1843	..	52,279,709	..	22,362,435	..	918,040,205	..	15,168,464	..	3 15-16	..	4 $\frac{1}{2}$	..	140,321,176	..	7,193,971	..	12 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1844	..	58,584,292	..	24,600,730	..	1,046,670,823	..	17,612,146	..	3 15-16	..	4 $\frac{1}{2}$	..	138,540,079	..	6,988,584	..	12	..	4 $\frac{1}{2}$
1845	..	60,111,082	..	24,993,843	..	1,091,686,069	..	18,030,608	..	3 15-16	..	4 $\frac{1}{2}$	..	135,144,865	..	6,963,235	..	12 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1846	..	57,786,876	..	24,583,680	..	1,065,460,589	..	16,701,632	..	3 $\frac{1}{2}$	..	4 $\frac{1}{2}$	..	160,554,673	..	7,882,048	..	11 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1847	..	58,842,377	..	22,165,083	..	942,540,160	..	16,207,103	..	4 $\frac{1}{2}$	..	6 $\frac{1}{2}$	..	119,489,554	..	5,957,980	..	11 $\frac{1}{2}$	..	6 $\frac{1}{2}$
1848	..	54,849,445	..	21,638,688	..	1,096,751,823	..	15,710,857	..	3 7-16	..	4 $\frac{1}{2}$	..	135,831,162	..	5,927,831	..	10 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1849	..	63,596,025	..	26,775,135	..	1,337,536,116	..	20,071,046	..	3 9-16	..	5 $\frac{1}{2}$	..	148,275,885	..	6,704,089	..	10 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1850	..	71,367,885	..	28,257,401	..	1,358,182,941	..	21,873,697	..	3 13-16	..	7 $\frac{1}{2}$	..	124,241,100	..	6,383,704	..	12 $\frac{1}{2}$	..	7 $\frac{1}{2}$
1851	..	74,448,722	..	30,088,836	..	1,543,161,789	..	23,454,810	..	3 9-16	..	5 $\frac{1}{2}$	..	131,587,577	..	6,634,026	..	12	..	5 $\frac{1}{2}$
1852	..	78,076,854	..	29,878,087	..	1,524,256,914	..	23,223,432	..	3 $\frac{1}{2}$	..	5 $\frac{1}{2}$	..	129,385,924	..	6,654,655	..	12 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1853	..	98,933,781	..	32,712,902	..	1,594,591,659	..	25,817,249	..	3 $\frac{1}{2}$	..	5 $\frac{1}{2}$	..	129,190,507	..	6,895,653	..	12 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1854	..	97,184,726	..	30,101,030	..	1,690,553,209	..	23,409,700	..	3 3-16	..	5 $\frac{1}{2}$	..	147,128,498	..	6,691,330	..	10 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1855	..	95,688,085	..	33,247,592	..	1,935,180,506	..	26,047,197	..	3 3-16	..	5 $\frac{1}{2}$	..	165,493,598	..	7,200,395	..	10 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1856	..	115,826,948	..	36,446,118	..	2,031,282,913	..	28,417,543	..	3 $\frac{1}{2}$	..	6	..	181,495,805	..	8,028,575	..	10	..	6
1857	..	122,066,107	..	37,342,929	..	1,974,283,869	..	28,642,340	..	3 7-16	..	7 $\frac{1}{2}$	..	176,821,338	..	8,700,589	..	11 $\frac{1}{2}$	..	7 $\frac{1}{2}$
1858	..	116,608,756	..	41,537,354	..	2,321,540,622	..	31,957,875	..	3 $\frac{1}{2}$	..	6 $\frac{1}{2}$	..	200,016,902	..	9,579,479	..	11 $\frac{1}{2}$	..	6 $\frac{1}{2}$
1859	..	130,411,529	..	46,496,650	..	2,562,545,476	..	37,038,538	..	3 7-16	..	6 $\frac{1}{2}$	..	192,206,643	..	9,458,112	..	11 $\frac{1}{2}$	..	6 $\frac{1}{2}$
1860	..	135,842,817	..	50,217,892	..	2,775,450,905	..	40,342,819	..	3 $\frac{1}{2}$	..	7 $\frac{1}{2}$	..	197,364,947	..	9,875,073	..	12	..	7 $\frac{1}{2}$

IV. THE IMPORT OF COTTON INTO GREAT BRITAIN.

The progress of the cotton culture throughout the world, as shown by the importations into Great Britain, is curious. The imports from the United States have increased from eighty-nine millions of pounds, in the year 1820, to nine hundred and sixty millions, in 1859; while from Brazil, the imports in 1859 were less than in 1820; from the Mediterranean, (Egypt mainly,) it has increased from one million to thirty-eight millions of pounds; from the British East Indies, from twenty-three millions to two hundred and fifty millions; from other countries, from two to ten millions; while from the British West Indies the product has declined from ten millions of pounds to less than half a million. The extraordinary fluctuations in this history are demonstrated in the following table, showing, 1. The imports in pounds from the United States; 2. From Brazil; 3. From the Mediterranean; 4. From the British East Indies; 5. From the British West Indies and British Guiana; 6. From all other sources, for each year, from 1820 to 1860. This history is rendered more interesting by the addition of the annual average prices of three qualities of cotton in the British market during this long period. The comparative real values of these exports were not fully recorded until the year 1854, since when they amounted as follow:

1854,.....	£ 20,175,000	1857,.....	£ 29,288,000
1855,.....	20,848,000	1858,.....	30,106,000
1856,.....	26,448,000	1859,.....	34,559,000

TABLE SHOWING THE QUANTITY AND VALUE OF RAW COTTON IMPORTED INTO THE UNITED KINGDOM FROM EACH SOURCE, WITH THE ANNUAL AVERAGE PRICE OF UNITED STATES UPLANDS, BRAZILIAN AND PERNAMBUCO, AND EAST INDIA SURAT COTTON, IN THE LIVERPOOL MARKET, SINCE 1820.

Years.	United States. lbs.	Brazil. lbs.	Mediterranean. lbs.	British East Indies. lbs.	British West Indies. lbs.	Other countries. lbs.	Grand total—quantities.		ANNUAL AVERAGE PRICE.		
							lbs.	tons.	Uplands. at p. lb.	Brazil. at p. lb.	Surat. at p. lb.
1820 ..	89,999,174 ..	29,198,155 ..	472,684 ..	23,125,825 ..	6,836,816 ..	2,040,001 ..	151,672,655 ..	67,711 ..	11½d.	15½d.	8½d.
1821 ..	93,470,745 ..	19,535,786 ..	1,131,567 ..	8,827,107 ..	7,138,980 ..	2,432,435 ..	132,536,620 ..	59,168 ..	9½	12½	9½
1822 ..	101,031,766 ..	24,705,206 ..	518,804 ..	4,554,225 ..	10,295,114 ..	1,732,513 ..	142,837,628 ..	63,767 ..	8½	11½	6½
1823 ..	142,532,112 ..	53,514,641 ..	1,492,413 ..	14,839,117 ..	7,034,793 ..	1,989,427 ..	191,402,503 ..	85,448 ..	8¼	12	6¾
1824 ..	92,187,662 ..	24,849,552 ..	8,699,924 ..	16,420,005 ..	6,269,306 ..	953,673 ..	149,380,125 ..	66,688 ..	8½	11¾	6¾
1825 ..	139,908,699 ..	33,180,491 ..	22,698,075 ..	20,005,872 ..	8,193,948 ..	4,018,206 ..	228,005,291 ..	101,788 ..	11½	15½	6¾
1826 ..	130,858,203 ..	9,871,092 ..	10,308,617 ..	20,985,135 ..	4,751,070 ..	833,284 ..	177,607,401 ..	79,289 ..	6¾	10½	5½

1827	..	216,924,812	..	20,716,162	..	5,372,562	..	20,930,542	..	7,165,881	..	1,338,950	..	272,448,909	..	121,629	..	6 $\frac{1}{2}$	..	9 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1828	..	151,752,289	..	29,143,279	..	7,039,574	..	32,187,901	..	5,893,800	..	1,743,799	..	227,760,642	..	101,679	..	6 $\frac{1}{2}$	..	8 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1829	..	157,187,396	..	28,878,886	..	6,049,597	..	24,857,800	..	4,640,414	..	1,153,818	..	222,767,411	..	99,449	..	5 $\frac{1}{2}$	..	7 $\frac{1}{2}$	..	4
1830	..	210,885,358	..	33,092,072	..	3,428,798	..	12,481,761	..	3,429,247	..	644,216	..	263,961,452	..	117,840	..	6 $\frac{1}{2}$	..	8 $\frac{1}{2}$	..	5
1831	..	219,333,628	..	81,695,761	..	8,460,559	..	25,805,153	..	2,401,685	..	978,067	..	288,674,853	..	128,873	..	6 $\frac{1}{2}$	..	7 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1832	..	219,756,753	..	20,109,560	..	9,163,692	..	35,178,625	..	2,040,428	..	583,467	..	286,832,525	..	128,050	..	6 $\frac{1}{2}$	..	9	..	5
1833	..	237,506,758	..	28,463,821	..	1,020,268	..	32,755,164	..	2,084,862	..	1,825,964	..	303,656,837	..	135,561	..	8 $\frac{1}{2}$	..	10 $\frac{1}{2}$	..	6 $\frac{1}{2}$
1834	..	269,203,075	..	19,291,396	..	1,681,625	..	32,920,865	..	2,293,794	..	1,484,670	..	326,875,425	..	145,927	..	8 $\frac{1}{2}$	..	11 $\frac{1}{2}$	..	6 $\frac{1}{2}$
1835	..	284,455,812	..	24,986,409	..	8,451,630	..	41,429,011	..	1,815,270	..	2,564,831	..	363,702,963	..	162,367	..	10 $\frac{1}{2}$	..	14 $\frac{1}{2}$	..	7 $\frac{1}{2}$
1836	..	289,615,692	..	27,501,272	..	8,226,029	..	75,949,845	..	1,714,337	..	3,951,882	..	406,959,057	..	181,678	..	9 $\frac{1}{2}$	..	12 $\frac{1}{2}$	..	6 $\frac{1}{2}$
1837	..	320,651,716	..	20,940,145	..	9,326,979	..	51,532,072	..	1,595,702	..	3,240,169	..	407,286,783	..	181,824	..	7	..	9 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1838	..	431,437,888	..	24,464,505	..	6,409,466	..	40,217,734	..	1,529,356	..	3,791,628	..	507,850,577	..	226,719	..	7	..	9 $\frac{1}{2}$	..	5
1839	..	311,597,798	..	16,971,979	..	6,429,671	..	47,172,939	..	1,248,164	..	5,976,008	..	389,396,559	..	173,838	..	7 $\frac{1}{2}$	..	10	..	5 $\frac{1}{2}$
1840	..	487,856,504	..	14,779,171	..	8,324,937	..	77,011,839	..	866,157	..	3,649,402	..	592,488,010	..	264,504	..	6	..	9 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1841	..	358,240,964	..	16,671,348	..	9,097,180	..	97,388,153	..	1,533,197	..	5,061,513	..	487,992,355	..	217,854	..	6 $\frac{1}{2}$	..	8 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1842	..	414,030,779	..	15,222,828	..	4,489,017	..	92,972,609	..	593,603	..	4,441,250	..	531,750,086	..	237,888	..	5 $\frac{1}{2}$	..	7 $\frac{1}{2}$	..	4
1843	..	574,738,520	..	18,675,123	..	9,674,076	..	65,709,729	..	1,260,444	..	3,135,224	..	673,193,116	..	300,533	..	4 $\frac{1}{2}$	..	6 $\frac{1}{2}$	..	3 $\frac{1}{2}$
1844	..	517,218,622	..	21,084,744	..	12,406,327	..	88,639,776	..	1,707,194	..	3,054,641	..	646,111,304	..	288,443	..	4 $\frac{1}{2}$	..	6 $\frac{1}{2}$	..	3 $\frac{1}{2}$
1845	..	626,650,412	..	20,157,633	..	14,614,699	..	58,437,426	..	1,394,447	..	725,336	..	721,979,953	..	322,312	..	4 $\frac{1}{2}$	..	6 $\frac{1}{2}$	..	3
1846	..	401,949,393	..	14,746,321	..	14,278,447	..	34,540,143	..	1,201,857	..	1,140,113	..	467,856,274	..	208,864	..	4 $\frac{1}{2}$	..	7 $\frac{1}{2}$	..	3 $\frac{1}{2}$
1847	..	364,599,291	..	19,966,922	..	4,814,268	..	83,934,614	..	793,933	..	598,587	..	474,707,615	..	211,923	..	6 $\frac{1}{2}$	..	7 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1848	..	600,247,488	..	19,971,378	..	7,231,861	..	84,101,961	..	640,437	..	827,036	..	713,020,161	..	318,313	..	4	..	6	..	3 $\frac{1}{2}$
1849	..	634,504,050	..	30,738,133	..	17,369,843	..	70,838,515	..	944,307	..	1,074,164	..	755,469,012	..	337,263	..	5 $\frac{1}{2}$	..	5 $\frac{1}{2}$	..	3 $\frac{1}{2}$
1850	..	493,153,112	..	30,299,982	..	18,931,414	..	118,872,742	..	228,913	..	2,090,698	..	663,576,861	..	296,239	..	7 $\frac{1}{2}$	..	7 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1851	..	596,638,962	..	19,339,104	..	16,950,525	..	122,626,976	..	446,529	..	1,377,653	..	757,379,749	..	338,116	..	5 $\frac{1}{2}$	..	7 $\frac{1}{2}$	..	4
1852	..	765,630,544	..	26,506,144	..	48,058,640	..	84,922,432	..	703,696	..	3,960,992	..	929,782,448	..	415,081	..	5 $\frac{1}{2}$	..	7	..	3 $\frac{1}{2}$
1853	..	658,451,796	..	24,190,628	..	28,353,575	..	181,848,160	..	350,428	..	2,084,162	..	895,278,749	..	399,678	..	5 $\frac{1}{2}$	..	7	..	3 $\frac{1}{2}$
1854	..	722,151,346	..	19,703,600	..	23,503,003	..	119,836,009	..	409,110	..	1,730,081	..	887,333,149	..	396,131	..	5 $\frac{1}{2}$	..	7	..	3 $\frac{1}{2}$
1855	..	681,629,424	..	24,577,952	..	32,904,153	..	145,179,216	..	468,452	..	6,992,755	..	891,751,952	..	398,104	..	5 $\frac{1}{2}$	..	7	..	3 $\frac{1}{2}$
1856	..	780,040,016	..	21,830,704	..	34,616,848	..	180,496,624	..	462,784	..	6,439,328	..	1,023,886,304	..	457,092	..	6	..	7 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1857	..	654,758,048	..	29,910,832	..	24,882,144	..	250,338,144	..	1,443,568	..	7,986,160	..	969,318,896	..	432,732	..	7 $\frac{1}{2}$	..	8 $\frac{1}{2}$	..	5 $\frac{1}{2}$
1858	..	833,237,776	..	18,617,872	..	38,248,112	..	132,722,576	..	367,808	..	11,148,032	..	1,034,342,176	..	461,760	..	6 $\frac{1}{2}$	..	8 $\frac{1}{2}$	..	4 $\frac{1}{2}$
1859	..	961,707,264	..	22,478,960	..	38,106,096	..	192,330,880	..	592,256	..	10,773,616	..	1,225,989,072	..	547,317	..	6 $\frac{1}{2}$	..	8 $\frac{1}{2}$	..	4 $\frac{1}{2}$

Cotton and Cotton Manufacture.

Imports Cotton.—1781, 5,198,778 lbs.; 1791, 28,706,675 lbs.; 1801, 56,004,305 lbs.; 1811, 91,576,535 lbs.; 1821, 132,536,620 lbs.; 1831, 288,674,853 lbs.; 1841, 487,992,355 lbs.; 1851, 757,379,749 lbs.; 1859, 1,225,989,072 lbs.

V. CAPACITY OF THE COTTON BALE.

The smallest bales known to the trade are those of West Indies and Brazil, about 180 lbs., (formerly 200 to 210.) Those of Egypt have increased from 245 to 369 lbs.; East Indian has maintained a uniform weight of 380 to 387 lbs., and the United States from 418 to 447 lbs. In Mr. URE's recent work it is stated that the commercial standard of quantity in the cotton trade is generally the bale. The weight of the bale, however, is by no means uniform. Indeed, scarcely any weight, measure or standard of capacity may be considered less so. It varies, from different causes, in different countries, and in different sections of the same country, at different periods, and according to the different kinds or qualities of the article. Improvements in pressing or packing, to diminish expense in bagging and freight, tend constantly to augment the weight of the bale. Thus, in 1790, the United States bale was computed at only 200 lbs. In 1824 the average weight of bales imported into Liverpool was 266 lbs.; but, increasing constantly, twelve years later the average was 319 lbs. M'CULLOCH, however, in 1832, considered 300 to 310 lbs. a fair average, and BURNS 310. At the same time the Upland cotton bale was estimated at 320 lbs., and the Sea Island at 280 lbs. According to PITKINS, the Egyptian bale weighed at one time but 90 lbs., though it now weighs more than three times as many. At the same period the Brazilian bale contained 180 lbs., though it now contains but 160 lbs.; while the West Indian bale weighed 350 lbs., and the Columbian bale 100 lbs., or the Spanish quintal. According to BURNS, the United States bale at Liverpool averaged 345 lbs., the Brazilian 180 lbs., the Egyptian 220 lbs., the West Indian 300 lbs., and the East Indian 330 lbs. At the Lowell factories, in 1831, according to PITKINS, the bale averaged 361 lbs. In 1836 the bale of the Atlantic Cotton States was estimated at 300 and 325 lbs., and that of the Gulf States at 400 and 450 lbs. In Liverpool, at the same time, the estimate for the bale of Upland or short staple cotton was 321 lbs., for Orleans and Alabama 402 lbs., for Sea Island 322 lbs., for Brazil 173 lbs., for Egyptian 218 lbs., for East Indian 360 lbs., and for West Indian 230 lbs.; while, according to BURNS, bales imported into France were computed at only 300 lbs. each. WATERSTON'S "*Manual of Commerce*," a reliable British publication, (1850,) gave the Virginia, Carolina, Georgia and West Indian bale at 300 to 310 lbs., that of New-Orleans and Alabama at 400 to 500 lbs., that of the East Indies at 320 to 360 lbs., that of Brazil at 160 to 200 lbs., that of Egypt at 180 to 280 lbs.

ALEXANDER'S "*Universal Dictionary of Weights and Measures*," published at Baltimore in 1850, gives the mean weight of the bale of Alabama, Louisiana and Mississippi at 500 lbs., that of Georgia at 375 lbs., and that of South Carolina at 362½ lbs. At Rio Janeiro the Brazil bale is estimated at 160 lbs. Prior to 1855, the United States "*Commerce and Navigation*" returns gave exports of cotton in pounds only. They are now given in bales as well as in pounds, the aggregate amount the year ending June 30, 1855, being 2,303,403 bales, or 1,008,424,601 lbs., the bale accordingly averaging about 438 lbs. Some bales, however, are evidently much heavier and some much lighter than this. For example, the 210,113,809 lbs. of cotton exported to France gives 446 lbs. to each of

the 470,293 bales, and the 955,114 lbs. exported to Austria gives 492 lbs. to each of the 1,939 bales; while the 7,527,079 lbs. exported to Mexico gives only 290 lbs. to each of the 25,917 bales in which they were contained.

In the great cotton marts of Liverpool and Havre, as in those of New-Orleans and Mobile, the article is almost invariably treated of by merchants, brokers and commercial men by the bale. Thus, a report on the trade of Liverpool gives the imports of cotton into Great Britain in 1852 at 2,357,338 bales. The aggregate of cotton imported that year is given, in the official report by the Board of Trade, at 929,782,448 lbs., the bales averaging, accordingly, 395 lbs. each.

In 1853 the cotton bales imported into Liverpool from North America averaged 435 lbs., from the East Indies 383 lbs., Brazil 180 lbs. The North American bale, as usually spoken of, implies a mean of 400 lbs. By reference to the figures given at page 3, it will be seen that there has been a gradual increase in the average weight of the bales of cotton received at Liverpool; for whilst the mean weight of all the bales in 1843 was 376 lbs., in 1847 it was 381 lbs., and in 1859 it reached as high as 423 lbs. Much more attention seems now to be paid to the packing and compression of the bales by screw presses.

The relative average weights and cubical contents of bales of cotton imported into Liverpool in 1850 were as follows:

Description of bales.	Average weight in pounds.	Contents in cubic feet.	Description of bales.	Average weight in pounds.	Contents in cubic feet.
Mobile,.....	504	.. 33	East Indian,.....	383	.. 15
New-Orleans,.....	455	.. 32	Egyptian,.....	245	.. 27
Upland,.....	390	.. 27	West Indian,.....	210	.. 25
Sea Island,.....	383	.. 35	Brazilian,.....	182	.. 17

These figures show not only the great variety of bales that enter Liverpool, but that the most eligible form of bale is that of the East Indies, double the weight being packed within the same compass than in any other description of bale. Mr. J. A. MANN, in his recent work on the Cotton Trade of Great Britain, gives the following table, showing the average weight of each description of cotton bale imported annually into the United Kingdom since 1850:

Years.	United States.		Brazil.	West India.		Egypt.	East India.		All kinds.		
	lbs.	..	lbs.	..	lbs.	..	lbs.	..	lbs.		
1850,.....	423	..	182	..	210	..	245	..	383	..	392
1851,.....	425	..	182	..	210	..	245	..	384	..	399
1852,.....	418	..	180	..	210	..	250	..	385	..	392
1853,.....	425	..	182	..	210	..	248	..	380	..	398
1854,.....	430	..	182	..	210	..	295	..	383	..	408
1855,.....	422	..	182	..	210	..	306	..	383	..	396
1856,.....	445	..	181	..	175	..	308	..	385	..	414
1857,.....	443	..	181	..	175	..	313	..	387	..	404
1858,.....	445	..	181	..	180	..	355	..	387	..	420
1859,.....	447	..	181	..	180	..	369	..	385	..	421

Taking the weight of a bale at 560 lbs., and supposing 1 lb. to produce 400 hanks, 1 hank to contain 840 yards, the whole quantity of cotton imported by Great Britain and her dependencies, during the year 1855, would produce two hundred and eighty-eight billions nine hundred and

eighty thousand seventy-nine millions three hundred and sixty thousand yards, or one billion one hundred and forty-one thousand nine hundred and thirty-two millions two hundred and sixty-nine thousand and ninety miles. If this thread were placed in a straight line, it would take a man two hundred and sixty-two millions two hundred and eighty-nine thousand four hundred and eighty-three years to walk from one end to the other, at the rate of twenty miles a day, Sundays excepted. It would encircle the globe sixty-five millions six hundred and seventy thousand two hundred and ninety times. It would reach more than seventeen thousand two hundred and eighty-three times the distance between the earth and the sun. Again, supposing a man to weigh 140 lbs., the cotton imported would weigh as much as six millions one hundred and forty-three thousand two hundred and eighty-four men. Let a man work eight hours a day, Sundays excepted, and measure twenty yards a minute, it would take him above one thousand and seventy-four million seven hundred and seventy-nine thousand four hundred and sixty-six times the age allotted to man by the Royal Psalmist.

At the London Exhibition, one manufacturer furnished samples of a pound of cotton spun into 900 hanks of 840 yards each, making about 450 miles. Another firm exhibited 420 hanks of the same number of yards each, making 2,000 miles from a single pound of cotton. The above amount, multiplied only by 410, the length of thread that a single cop of cotton could make, gives 607,000,000,000 of miles, or sufficient for a stout web of calico a yard wide, and containing 85 threads to the inch—more than enough to reach from us to the sun.

VI. STOCK OF COTTON IN LIVERPOOL, 1844-1860.

The largest stock of cotton on hand in Liverpool, in any year, from 1844 to 1860, was 1,057,375 bales in 1845, and 1,015,868 bales in April, 1860. The following table gives the day in each year, from 1844 to 1860, on which there was the largest stock of cotton in Liverpool :

<i>Year.</i>	<i>Date.</i>	<i>No. Bales.</i>	<i>Year.</i>	<i>Date.</i>	<i>No. Bales.</i>
1844,.....	July 12,.....	998,405	1853,.....	July 15,.....	879,650
1845,.....	August 1,.....	1,057,375	1854,.....	July 21,.....	970,107
1846,.....	January 16,.....	894,838	1855,.....	April 20,.....	666,688
1847,.....	April 20,.....	539,719	1856,.....	August 15,.....	813,266
1848,.....	June 30,.....	657,750	1857,.....	May 29,.....	693,509
1849,.....	July 6,.....	752,480	1858,.....	June 11,.....	678,636
1850,.....	April 12,.....	571,166	1859,.....	June 24,.....	754,109
1851,.....	July 18,.....	735,497	1860,.....	April 20,.....	1,015,868
1852,.....	July 23,.....	694,794			

In April, 1861, the stock on hand at Liverpool was 884,000 bales ; April, 1860, 955,000 bales.

VII. THE COTTON MANUFACTURING DISTRICTS OF EUROPE.

The following is a comparative estimate of the quantities of raw cotton consumed in the chief manufacturing countries, from 1837 to 1858, in millions of pounds weight :

COUNTRIES.	1837.	1838.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.
Great Britain,.....	369	435	362	473	422	462	531	543	597	604	425
Russia, Germany, Hol- land and Belgium,...	58	61	48	72	65	78	82	86	96	97	105
France, (including ad- jacent countries),....	121	133	110	157	154	163	152	146	158	159	126
Spain, .....	..	..	..	..	..	..	..	..	..	..	..
Countries bordering on the Adriatic,.....	32	26	26	28	29	38	44	26	38	39	31
United States of North America,.....	82	92	103	111	115	105	131	143	158	175	175
Sundries, Mediterrane- an, &c.,.....	..	..	..	..	..	..	..	..	..	..	..
Total,.....	662	747	649	841	785	846	940	944	1,047	1,074	862
COUNTRIES.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.
Great Britain,.....	591	627	584	648	745	734	780	835	920	786	896
Russia, Germany, Hol- land and Belgium,...	112	160	133	118	172	185	190	144	256	210	230
France, (including ad- jacent countries),....	127	186	142	149	199	194	201	190	211	220	240
Spain, .....	..	..	29	34	44	42	43	45	48	60	67
Countries bordering on the Adriatic,.....	29	47	45	45	55	45	45	39	39	56	50
United States of North America,.....	209	205	188	158	237	265	248	236	265	320	238
Sundries, Mediterrane- an, &c.,.....	..	..	..	23	29	38	37	69	56	40	60
Total,.....	1,068	1,225	1,132	1,175	1,481	1,503	1,539	1,553	1,795	1,602	1,781

VIII. COTTON MANUFACTURES OF FRANCE:

The annual "*Commercial Revue*," of Havre, gives the number of bales of cotton imported into France in the year 1852 at 462,000, in round numbers. The "*Tableau General*" states the imports at 188,917,099 lbs.; the bales averaging, accordingly, about 409 lbs each. The following table, compiled from the Havre "*Commercial Revue*" for 1855, shows the quantities of cotton, in bales, imported into France, and the countries whence imported, for a period of five years, from 1851 to 1855, both inclusive:

Years.	United States. bales.	Brazil. bales.	Egypt. bales.	Elsewhere. bales.	All countries. bales.
1851 ..	295,400	7,700	18,500	38,000	359,600
1852 ..	392,700	6,000	36,700	26,900	462,300
1853 ..	389,000	2,800	33,000	29,200	454,000
1854 ..	403,300	2,000	21,400	16,300	470,000
1855 ..	418,600	2,500	30,700	11,800	463,000

Estimating the bale at 400 lbs., we have the following result, some of the figures of which, contrasted with those derived from official sources, present striking discrepancies:

Tabular Comparative Statement, showing the quantities of Cotton, in round numbers, imported into France, and the countries whence imported, for a period of five years, from 1851 to 1855, both inclusive.

Years.	United States. lbs.	Brazil. lbs.	Egypt. lbs.	Elsewhere. lbs.	All countries. lbs.
1851 ..	118,160,000	3,080,000	7,400,000	15,200,000	143,840,000
1852 ..	157,080,000	2,400,000	14,680,000	10,760,000	104,920,000
1853 ..	155,600,000	1,120,000	13,200,000	11,680,000	181,600,000
1854 ..	172,120,000	800,000	8,560,000	6,520,000	188,000,000
1855 ..	167,440,000	1,000,000	12,280,000	4,720,000	185,440,000
Aggreg.,	770,400,000	8,400,000	56,120,000	48,880,000	803,800,000
Average,	154,080,000	1,680,000	11,224,000	9,776,000	160,760,000

IX. THE NETHERLANDS AND HOLLAND.

The Netherlands.—In 1859, the quantity of cotton submitted by the Netherlands Trading Company to public competition consisted of 20,834 bales of American and 7,583 bales of East India cotton, against 15,232 and 14,620 bales respectively in 1859. The total imports into Holland in 1859 comprised 101,197 bales of all descriptions, and the stock in first hands on the 1st of January, 1860, amounted to 6,959 bales.

The company brought to market at Rotterdam, during 1858,

4,909 bales New-Orleans,	11,203 bales Surat,
1,358 " Mobile,	1,417 " Tinnevely,
8,965 " Georgia,	

being a total of 27,852 bales, against 24,288 bales in 1857. These quantities, offered to the public periodically, begin to attract a good deal of attention, and many buyers from Germany and other parts are in the habit of attending these sales, when they can afford to pay the full equivalent of the rates current in Liverpool and Havre, on account of the saving of freight in summer and transshipment charges. The total imports into Holland in 1858 amounted to 101,909 bales, and the stock, January 1, 1859, was 7,755 bales.

THE COTTON TRADE OF HOLLAND.

Years.	IMPORTS.		Total.	Sales.
	Rotterdam. bales.	Amsterdam. bales.		
1852,.....	50,876	12,972	63,848	61,243
1853,.....	52,895	8,400	61,295	60,858
1854,.....	55,300	10,228	65,528	67,821
1855,.....	54,266	12,481	66,746	66,885
1856,.....	73,842	20,117	93,459	93,816
1857,.....	73,342	36,519	109,861	101,041
1858,.....	80,124	21,785	101,909	106,237
1859,.....	74,038	27,160	101,107	102,013

It will be seen that the demand for cotton, as evidenced by the sales in Holland, has nearly doubled in seven years, having risen from 61,243 bales in 1852, to 102,013 bales in 1859. The price of the colonial cotton, the produce of Surinam and Nickerie, was quoted at 6d. to 8½d. free on board in Rotterdam, in January, 1860. The quantity submitted by the Netherlands Trading Company, at their periodical sales in 1859, consisted of 20,834 bales American and 7,583 East Indian.

X. LABOR AND WAGES.

One feature of the cotton manufacture of England, which claims attention, is the large number of minors employed in their mills, viz., 20,000 under twelve years of age, 144,000 between twelve and eighteen. This was in the year 1835, viz. :

	PROPORTION.				
	Males.	Females.	Totals.	Males.	Females.
Under 12 years of age,....	10,087	10,501	20,588	6.4 p. c.	5.3 p. c.
" 18 " " "	61,169	82,906	144,075	38.5 "	42.1 "
Over 18 " " "	87,299	103,411	190,710	55.1 "	52.6 "
Totals,.....	158,555	196,818	355,373	44.6 "	55.4 "

TOTAL OF CHILDREN, YOUNG PERSONS AND ADULTS IN ALL THE COTTON FACTORIES OF GREAT BRITAIN AND IRELAND IN THE YEAR 1835.

	England.	Wales.	Scotland.	Ireland.	Total.
Number of factories at work,....	2,555 ..	90 ..	425 ..	90 ..	3,160
Between 8 and 12 years, males,....	9,292 ..	47 ..	690 ..	58 ..	10,087
“ “ “ females,..	9,536 ..	29 ..	842 ..	94 ..	10,501
Total,	18,828 ..	76 ..	1,532 ..	152 ..	20,548
Between 12 and 18 years, males,..	53,114 ..	485 ..	6,420 ..	1,150 ..	61,169
“ “ “ females,..	65,218 ..	403 ..	14,722 ..	2,563 ..	82,906
Total,	118,332 ..	888 ..	21,142 ..	3,713 ..	144,075
Totals, males under 18 years,..	62,406 ..	532 ..	7,110 ..	1,208 ..	71,256
“ females “ “ ..	74,754 ..	432 ..	15,564 ..	2,657 ..	93,407
Total,	137,160 ..	964 ..	22,674 ..	3,865 ..	164,663
Above 18 years, males,.....	75,848 ..	448 ..	8,904 ..	2,099 ..	87,299
“ “ “ females,.....	80,685 ..	524 ..	19,117 ..	3,085 ..	103,411
Total,	156,533 ..	972 ..	28,021 ..	5,184 ..	190,710
Total persons, males,	138,254 ..	980 ..	15,818 ..	3,503 ..	158,555
“ “ “ females,.....	155,439 ..	956 ..	34,362 ..	6,061 ..	196,818
Totals, year 1835,.....	293,693 ..	1,936 ..	50,180 ..	9,564 ..	355,373
“ year 1860,.....	.....	.....	.....	.....	500,000

The position of the cotton industry of Great Britain, and of the countries with which she carries on her commercial transactions, is very different now from what it was twenty-five years ago. The increase of population, the progress of colonization, the improvements in machinery, the spread of wealth consequent upon the gold discoveries and other causes, and the facilities of transport by means of rail-roads and steam navigation, have effected more in the last quarter of a century, especially for the commerce of Great Britain, than has been realized in any previous half century; and this prosperity has been fully shared by their cotton manufactures, as will be seen in the following table:

POPULATION, COTTON IMPORTS, COTTON GOODS EXPORTED, NUMBER OF FACTORIES AND SPINDLES, REVENUE, &c., OF GREAT BRITAIN IN THE YEARS 1835 AND 1860.

	1835.	1860.
Population of Great Britain,.....	17,564,138 ..	27,435,325
“ Manchester,	170,000 ..	450,000
Cotton production, United States, bales,.....	1,254,328 ..	4,675,770
Cotton imported into Great Britain, lbs.,.....	363,702,000 ..	1,390,938,000
Cotton worked up in Great Britain, lbs.,.....	333,043,000 ..	1,105,965,000
Cotton manufactures exported, declared value, ..	£ 22,128,000 ..	£ 52,013,000
Cotton manufactures consumed in the United Kingdom, estimated,.....	£ 29,504,000 ..	£ 69,350,000
Capital embarked in cotton industry in England, ..	£ 35,000,000 ..	£ 100,000,000
Spindles at work in United Kingdom,.....	9,350,000 ..	33,000,000
Number of persons employed in cotton factories in the United Kingdom,.....	216,858 ..	500,000
Aggregate value of the gross imports of United Kingdom,.....	£ 48,911,000 ..	£ 214,000,000
Aggregate value of exports of British produce and manufactures,	£ 47,372,000 ..	£ 135,892,000
Revenue of the United Kingdom,.....	£ 51,347,000 ..	£ 71,967,000

XI. COTTON MANUFACTURES OF THE UNITED STATES.

Statistics relating to the cotton manufactures of this country are not to be had of a recent or reliable character. The latest in reference to New-England have been furnished by Mr. SAMUEL BATCHELDER, Treasurer of the York Manufacturing Company, (of Saco, Maine,) for publication in the annual report of the Boston Board of Trade for 1861. From this statement we copy as follows :

It is very difficult to obtain any accurate information as to the extent of the cotton manufacture in the United States at the present time, or any data from which to estimate its increase. The census of the United States gives the quantity of cotton consumed, an estimate of capital invested and some other particulars, but neither the number of looms nor spindles. Of that in 1850 we had an "abstract" in 1853, and in 1854 a "compendium," but it was not till 1858 that we had, by authority of an act of Congress, a "Digest of the Statistics of Manufactures," prepared by Mr. KENNEDY, no copy of which can be found either in the library at the State House, or the Athenæum, or the Board of Trade; and if found, at this late day, in this progressive age, it would be something like an old almanac, and all the different branches of business would have outrun the figures before the public could get the benefit of them.

As to the condition of the cotton manufacture in Massachusetts, I have been able to obtain, by favor of a member of the Valuation Committee, a statement of the number of spindles and looms in every town in the State in 1860, amounting to 1,688,471 spindles and 41,620 looms. From various other sources I collect the following particulars respecting the manufactures of Massachusetts at former periods :

	<i>Spindles.</i>	<i>Looms.</i>
From a report of a committee of Congress appointed in 1832, to inquire into the progress of the manufacture of cotton goods, (De Bow's Industrial Resources, Vol. I, pp. 215, 216,) it appears that in 1831 there were in Massachusetts	339,777	8,981
From a statement (<i>supra</i> , Vol. I, p. 220) based, as quoted, partly on the official census of 1840,	665,095	. . . .
From another document, perhaps more reliable, the number is stated at.	624,540	. . . .
From the "Statistics of Massachusetts" for 1845, the number appears to be.	817,483	. . . .
In 1850, from the foregoing statement of De Bow, p. 220,	1,288,091	32,635
From the Massachusetts Statistics for 1855,	1,519,527	. . . .
From the Valuation Committee, as before stated, in 1860,	1,688,471	41,620

In the foregoing statements, where we have an opportunity to compare the number of spindles with the looms, the proportion is 38, 39 and 40 spindles to the loom, which would confirm the general accuracy of the figures.

From the above statements we obtain the following results as to the progressive increase of the number of spindles in Massachusetts :

	<i>Spindles.</i>	<i>Increase.</i>	<i>Per Cent.</i>
In 1831,	339,777	. . . .	. .
1840,	624,540	.. 284,763	.. 83
1845,	817,483	.. 191,143	.. 30
1850,	1,288,091	.. 470,608	.. 57
1855,	1,519,527	.. 231,436	.. 18
1860,	1,688,471	.. 168,944	.. 11

From 1850 to 1860, the number has increased 400,380, being 31 per cent. upon the number in 1850, in ten years.

In the Massachusetts Statistics for 1845, the annual consumption of cotton is stated at 56,851,654 lbs., which, divided by the number of spindles, 817,483, gives per spindle, per year, 69.54 lbs. According to the census of 1850, the consumption is estimated at 223,607 bales, which, multiplied by 425 lbs., the average weight of bales at that time, gives 95,032,975 lbs.; this, divided by 1,288,091, the number of spindles at that time, gives, per year, 73.70 lbs.

According to Massachusetts Statistics of 1855, the number of pounds of cotton was 105,851,749, which, divided by the number of spindles, 1,519,527, gives 69.66 lbs.

In Massachusetts, by the "Statistics of 1845," the value was \$11,264,212,

which, divided by 817,483 spindles, gives for value per spindle,..... \$13 65
By census of 1850, \$19,712,461, divided by 1,288,091 spindles,..... 15 30
By Massachusetts Statistics, 1855, \$24,359,212, divided by 1,519,527 spindles, 16 03

These results agree very nearly with the actual value derived from the accounts of several mills in Massachusetts, New-Hampshire and Maine, varying from \$12 75 to \$16 60 per spindle for the value of product, or cost of material and labor per year, the variation being much less than in the pounds of cotton per spindle, because where the labor is less on the coarser article, the quantity and cost of material will be more.

As to the present extension of the business, we have a list from the *Merchants' Magazine*, Vol. 43, p. 378, of mills in progress in New-England and New-York since September, 1859, amounting to 273,500 spindles, proposed to be put in operation during 1860 and 1861. In some cases, the numbers in this list are under-estimated, so that about 350,000 would probably be the correct number, unless some of these enterprises should be reduced by the discouragements of the times.

There is much uncertainty in the estimates of the consumption of cotton for factory purposes. DE BOW (*supra*, p. 210) sets down the spindles, in 1840, at 2,112,000, and estimates the pounds of cotton consumed at 106,000,000. This would be only 50 lbs. to the spindle. On the contrary, a statement in the *Merchants' Magazine* (March, 1859, p. 375) gives 67,500 as the number of spindles in Maryland, and 50,000 lbs. per day for the consumption of cotton, amounting to 15,000,000 lbs. per year, which would give 222 lbs. for the yearly consumption per spindle. DE BOW (*supra*, p. 233) gives the number of spindles and consumption in the following States in 1850 :

	<i>Spindles.</i>	<i>Bales.</i>
Tennessee,.....	36,000 ..	12,000
Alabama,.....	16,962 ..	6,000
Georgia,.....	51,140 ..	27,000
South Carolina,.....	36,500 ..	15,000
	140,602 ..	60,000

The report of the Philadelphia Board of Trade for 1860, p. 81, gives the consumption of cotton, of the crop of 1858-9, as follows :

The manufacturing States north of Virginia,.....	bales, 760,218
“ “ “ south “ “	164,700
	924,918

And says: "The quantity manufactured north of Virginia is deduced from the comparison of receipts with shipments abroad." On the whole, the estimated consumption in the cotton factories is probably too high, as it must include all that is used in combination with wool, and for various other purposes, but would probably be, at this time, nearly 900,000 bales.

It is difficult to make any satisfactory estimate of the number of spindles at this time in different parts of the country. The Philadelphia Board of Trade gives the number within the business circuit of Philadelphia, probably including a considerable part of New-Jersey, at 420,968. The number in Maryland is stated at 67,500.

The Chamber of Commerce Report of New-York, for 1858, gives the number of cotton factories at 86, and states the number of hands employed, capital invested and other particulars, but nothing by which any calculation can be made of the number of spindles; these matters must be left to be revealed with the mysteries of the census of 1860.

THE INTERNATIONAL EXHIBITION OF 1862.

Every succeeding day tends further to demonstrate the great interest which is felt in the forthcoming international exhibition, as shown by the fact that the guarantee fund now amounts to £369,200, progressively advancing about £10,000 per day, and there can be little doubt that in a few days it will reach £400,000. Some of the foreign powers have sent replies to communications addressed to them, stating that their governments will in every way in their power lend their assistance to promote the interests of the Exhibition, and friendly assurances from most of the ministers of the other countries who are resident in London have also been received, but as yet the time has not been sufficient to obtain answers to the notifications forwarded by them to their respective countries. In those foreign countries from which answers have been received local commissioners will be appointed similar to those who were chosen previous to the Exhibition of 1851, who will superintend the arrangements as to the mode of transit and other regulations to be carried out in concurrence with their respective governments. As the 12th of February is the first day for receiving goods, and the 31st of March the latest period at which they will be received, it is necessary that the commissioners should be appointed without much delay, as no article will be admitted from any foreign country without the sanction of such commissioners, and through whom all communications of her Majesty's Commissioners will take place. The portion of the building devoted to architecture, paintings in oil and water-colors and drawings, sculpture, etchings and the fine arts generally, is required by the contract to be roofed in by October, and the entire building to be finished and put into the possession of the commissioners by the end of December. Already in the provinces plans are being organized to facilitate the visit of persons to the Exhibition, and clubs for that purpose are contemplated, so that there is every reason to believe that the Exhibition of 1862 will be equally well attended as that of 1851.

THE SOUTHERN HARBORS OF THE UNITED STATES.

THE SOUTHERN ATLANTIC AND GULF COAST, FROM CAPE HENRY TO THE MOUTH OF THE RIO GRANDE.

BY AN OFFICER OF THE U. S. COAST SURVEY.

I. ALBEMARLE AND PAMPILICO SOUND. II. BEAUFORT, N. C. III. WILMINGTON, N. C. IV. GEORGETOWN, S. C. V. BULL'S BAY. VI. CHARLESTON, S. C. VII. BEAUFORT, S. C. VIII. SAVANNAH, GA. IX. BRUNSWICK, GA. X. FERNANDINA, FLA. XI. ST. JOHN'S, FLA. XII. ST. AUGUSTINE, FLA. XIII. KEY WEST, FLA. XIV. FORT JEFFERSON, FLA. XV. TAMPA BAY. XVI. CEDAR KEYS. XVII. ST. MARR'S, FLA. XVIII. ST. GEORGE'S SOUND. XIX. PENSACOLA, FLA. XX. MOBILE, ALA. XXI. MOUTHS OF THE MISSISSIPPI. XXII. GALVESTON, TEXAS. XXIII. BRAZOS RIVER. XXIV. MATAGORDA BAY. XXV. BRAZOS SANTIAGO. XXVI. MOUTH OF THE RIO GRANDE. XXVII. ESPIRITU SANTO BAY. XXVIII. SAN ANTONIO BAY. XXIX. MISSION BAY. XXX. HINES BAY.

THE important cities of Virginia and Maryland have an access to the ocean only through the Chesapeake Bay, which, at its entrance from the shoals of Cape Charles to those of Cape Henry, measures eight miles in width. A single man-of-war could close the bay against the exit or entrance of the merchant marine, provided there was no naval armament to act against it. It is probable that one of our larger vessels, with the aid of a small war-sloop like the PERRY, could close the bay against all commerce, especially while Fort Monroe, which is not far from the entrance, remains in the possession of the United States government.

NORTH CAROLINA.

I. *Albemarle and Pamlico Sound.*—After passing Cape Henry, for two hundred miles, low sand islands and shoals lie between the shore and ocean, forming the Currituck, Albemarle, Pamlico and Core Sounds, navigable for vessels of light draft. The Dismal Swamp Canal connects the Chesapeake with these sounds; the first practicable ocean inlet is one hundred and thirty-five miles from Cape Henry, a narrow and difficult entrance, known as Hatteras Inlet, with only seven feet water on the bar. A single vessel of light draft would be sufficient for the closing of this channel. Eighteen miles southwest of it is Ocracoke Inlet, of the same character; both open into Pamlico Sound. Ocracoke Bar gives ten feet at mean low water.

The only opening into Albemarle Sound is by a shallow, winding channel through Oregon Inlet, about forty miles north of Cape Hatteras. The depth of water at the bar of the inlet is probably about five feet.

II. *Beaufort.*—Following the coast southward for fifty-five miles below Ocracoke Inlet there are no connections with the interior sounds until the old Topsail Inlet is reached, which leads to the harbor of Beaufort, North Carolina. This harbor is about eight and a half miles west-northwest from Cape Lookout. It is a fine haven, having full fifteen feet of water on the bar at the entrance of the channel, at low tide, or eighteen at high water. The town of Beaufort is commercially important, having a rail-road connection with Raleigh, and at that point with the

various roads of the North and West. The entrance is defended by Fort Macon, a work of the same class as Fort Carroll.

There are several inlets for vessels drawing six and seven feet of water to the interior sounds, viz.: Bogue Inlet, with eight feet on the bar; New Topsail Inlet, with ten feet on the bar, and Deep Inlet, with seven feet on the bar, all of which are unimportant, as they lead to no ports of entry or rail-road towns. A vessel stationed at the entrance to Beaufort, by looking down the coast occasionally, could effectually guard these minor straits.

It is proper to state that in giving the depth of water, when the extreme highest figure is used, it indicates the depth only at a special point. The average depth will be found nearer the lower figure employed. With this explanation, we proceed to

III. *Wilmington.*—The next harbor of importance is that of Wilmington, North Carolina, on Cape Fear River.

This port has a single channel with two inlets, fifteen miles in length, rather tortuous and narrow in places, with a depth of seven and a half feet to eight on the bars in low water, which could be easily blockaded by two vessels. Wilmington is connected by rail-road with the interior, and is thus important as a commercial entrepôt. Near the mouth of Cape Fear River are Forts Johnson and Caswell, recently seized by the secessionists. Fort Johnson is rather a collection of barracks, with a block-house, than a fort. Fort Caswell is a third-class work.

SOUTH CAROLINA.

IV. *Georgetown.*—The next accessible harbor is that of Georgetown, South Carolina, seventy-two miles southwest from Cape Fear, having a single winding channel, ten miles in length, running among shoals. The depth of channel varies from seven feet to thirty. The Pedee River connects Georgetown with the interior, being navigable as far as Conwayboro, by brigs. The blockade of the entrance to this harbor would be easy. Further down the coast empties the Santee River, whose mouth is obstructed by shoals, on which the depth of water is only from two to two and a quarter feet.

V. *Bull's Bay.*—This is a good harbor of refuge from southeast winds, and very accessible. The depth on the bar at mean low water is thirteen feet, and the anchorage is good in twenty-one feet, inside. Capers' and Dewees' Inlets, below Bull's Bay, admit vessels drawing six feet water.

VI. *Charleston.*—The harbor of Charleston has six entrances, which, beginning with the one furthest north, are in order: Maffitt's, or the Sullivan's Island Channel, with eleven feet; the North Channel, with eight feet; the Swash, with nine feet; the Overall Channel, which is not now used; the main Ship Channel, with eleven feet; and Lawford Channel, which gives eleven feet at mean low water. The entrance by North Channel is extremely precarious to vessels drawing seven feet of water, and impassable at low tides to any other. Swash Channel varies in depth from seven to ten feet. Maffitt's Channel is narrow at the bulkhead near Fort Moultrie jettee. The entrances to Charleston are such that a single vessel could easily blockade the harbor, without being molested from possible fortifications on shore. Charleston is connected with the interior by the Ashley and Cooper Rivers, and by two rail-roads that join the national net-work. The entrance to Charleston is perfectly protected by Forts Moultrie and Sumter, the latter on a shoal near the channel. There are

also military works on Morris Island and Cumming's Point. The city, lying at the confluence of two rivers and surrounded by low rice marshes, is difficult of approach. There is an approach through Elliott's Cut, from Stone River. North Edisto River, between Charleston and St. Helena Sound, has nine feet of water on its bar at mean low tide. This and the Stono and South Edisto River entrances are good harbors of refuge from northeast winds for vessels of light draft.

VII. *Beaufort*.—Following the coast downward, the next seaport of any importance is Beaufort, South Carolina. This place, situated on St. Helena Island, is accessible by two inlets, viz., the south channel of St. Helena Sound, in depth seventeen feet; the second inlet, of twenty feet, being the southeast channel of Port Royal entrance. Beaufort River has an average depth of sixteen feet at low water, to a point within two miles of the city, and nearly fifteen up to Beaufort. The entrance to this port is easier than that of Charleston, but as there are no rail-road or river communications with the interior, the importance of the place as a port of entry is limited.

GEORGIA.

VIII. *Savannah*.—The city of Savannah furnishes the next accessible harbor, to which there is a single entrance, with a depth of water of eleven feet at mean low water on the bar. At high water, vessels drawing fifteen feet can reach the city, and those drawing eighteen feet, can anchor within two miles of the city. Savannah is one of the most important southern Atlantic cities, having connection with the interior both by lines of railway and the Savannah River. The city is entirely surrounded by rice swamps; would be difficult of approach by land, and the entrance by sea is effectually guarded by Fort Pulaski, on Cockspur Island, under whose guns all vessels have to pass in entering. Fort Jackson is three miles below the city. Wassaw, not far from Savannah, is reached by an intricate entrance, with ten feet of water on the bar. The place has no connections nor importance, except its proximity to Savannah. Ossabaw Inlet, off the mouth of the Ogeechee River, has a depth of fourteen feet on the bar. St. Catharine's Channel has eight and half feet on the bar, and is not more than two hundred yards wide. Sapelo Inlet has from eighteen to twenty feet of water. These three channels lead to Sunbury and other insignificant places on the sounds, not connected by rail-road or navigable rivers with the interior. Darien, on the Altamaha River, has a single inlet, with thirteen feet on the bar, called Doboyn Inlet. The place has no rail-road or other commercial connection with the inland towns.

IX. *Brunswick*.—The entrance to the harbor of Brunswick is by St. Simon's Inlet and Sound, which has a depth of seventeen feet at mean low water. The channel of Turtle River, leading from St. Simon Sound, has twenty-one feet of water up to the town. Brunswick has a rail-road partly finished, which is intended to connect it with the great national roads. At present it could not be made an important port of entry.

FLORIDA.

X. *Fernandina*.—The first important seaport after leaving Savannah is Fernandina, near the entrance of St. Mary's River, the boundary between

Georgia and Florida. The entrance is by a channel between Cumberland and Amelia Islands, with fourteen feet of water on the bar. Fernandina is connected by a railway, one hundred and thirty-five miles in length, running across the State, with Cedar Keys, on the Gulf of Mexico, and is thus an important commercial point. It was proposed to make this road part of a great communication between New-York and New-Orleans.

XI. *St. John's River.*—The St. John's River is a broad arm of the sea, extending almost parallel with the coast for a distance of one hundred and sixty miles, affected by the tide almost to its source. There is a depth of seven feet at mean low water on the bar. The channel up to Jacksonville affords about twenty-three feet of water. There is a great deal of uncertainty in the navigation of most of those inlets, as the bars are constantly shifting. Ossabaw and St. Simon's, Georgia, have been tolerably constant in depth, and the channel of Sapelo quite so, the changes being favorable in depth and position. A single vessel could effectually blockade the St. John's River. On this river is Jacksonville, which is about twenty-seven miles from the bar at the entrance of the St. John's.

XII. *St. Augustine.*—The last place of any importance on the Atlantic coast of the Southern States is St. Augustine. The entrance to this harbor is by two inlets, with only five to six feet of water on the bar at low tide. The harbor is commanded by Fort Marion, an old Spanish work, which has been recently renovated. The commercial facilities of St. Augustine are limited, and the place is of small importance as a port of entry. Southward from St. Augustine there is a stretch of seventy miles of shoal and sand-bar before another inlet opens a passage for ships of even the lightest draft. This inlet has less than five feet of water at low tide, eight in high water, and leads only to a few small fishing towns.

Indian River Inlet, one hundred and ten miles to the southward, has a channel of barely three feet water, leading to Fort Pierce and Fort Cañon, established during the Indian wars.

XIII.—*Key West.*—Key West is a harbor on the island of that name at the southern extremity of Florida. A well-constructed fort (Fort Taylor) guards the town and various entrances, which is in the hands of the United States government, rendered safe by recent reinforcements and supplies. It is of great importance as a naval station and strategic point, being one of the keys to the Gulf of Mexico.

XIV. *Fort Jefferson.*—West of Key West lie the Tortugas Islands, at the largest of which is Tortugas harbor, guarded by Fort Jefferson. This fortification, recently garrisoned and fully provisioned, may be considered safe for almost any contingency. The harbor is a valuable strategic point, as, together with Key West, it commands the entrances to the Gulf of Mexico. On the Gulf coast of Florida, coasting northward, there are a few shallow and unimportant inlets leading to small fishing towns, surrounded by wilderness. The harbors thus opened up are valuable only as affording safe anchorage in a storm. Among these are Charlotte Harbor and Tampa Bay. Boca Grande is the proper entrance to Char-

lotte harbor. The bar is five miles west of the entrance, and has ten to twelve feet of water.

XV. *Tampa Bay*.—The south entrance of Tampa Bay has a depth of nineteen feet, and the north entrance a depth of seventeen feet at mean low water.

XVI. *Cedar Keys*.—The first port on the Gulf coast, of commercial value, is Cedar Keys, situated ten miles south of the *debouchment* of the Suwanee River. This is one of the termini of a rail-road which crosses Florida, connecting with roads north and west. The entrances to Cedar Keys harbor are narrow; the best has a depth of only eleven feet over the bar. The bar of the Suwanee River, ten miles above, has but five feet of water.

XVII. *St. Mark's*.—One hundred miles up the coast, after turning to the west, St. Mark's is reached, a town commercially important on account of its connection by rail-road at Tallahassee, both with the northern and western interior. St. Mark's harbor is connected with Appalachee Bay by a single narrow entrance, eight miles in length, with nine feet of water on the bar, but only seven up to Fort St. Mark's. The blockade of St. Mark's by a single vessel of moderate size would be easy.

XVIII. *St. George's Sound*.—Fifty-five miles to the westward is Apalachicola, a small town at the mouth of Apalachicola River, on the bay of the same name. This river admits vessels drawing six feet of water. Those vessels drawing seven and a half feet only can approach near the town. The entrances to the bay and harbor are such that a single vessel could blockade it, if such a blockade were considered necessary. As the town is cut off from the interior by long reaches of dense swamp, through which a straggling post road is kept up, it will be considered of no importance. Next in value to Pensacola, as a capacious and safe harbor, is the Bay of St. Joseph. It is nearly land-locked, and has an anchorage depth of twenty-five to thirty-three feet, its entrance measuring seventeen feet of water on the bar. There is an unimportant fishing town called St. Joseph on this bay, and a tolerable road from it to Apalachicola.

The Bay of St. Andrew's, the next harbor on the coast, though a shelter for ships in bad weather, has only one small town upon its shores. Equally a wilderness is the country about St. Rosa Bay, which has a narrow entrance, with but six feet of water on the bar. Connecting this bay with the Bay of Pensacola, is St. Rosa Sound, navigable only for vessels drawing less than four feet of water.

XIX. *Pensacola*.—One of the most important points, in many respects, upon the Gulf, is Pensacola, the next approachable harbor to the West. Rail-roads connect it with Montgomery, the capital of the State of Alabama, at which point it is connected with the great net-work of national roads. The location near Pensacola of a United States navy yard adds to its importance. The Bay of Pensacola, on which the town lies, affords the finest harbor on the Gulf. The water on the bar at the entrance measures twenty-two feet; within the bay it is still deeper, but the depth is only twenty-one feet off the wharves of Pensacola. Santa Rosa Island, nearly forty miles in length, throws its western extremity across the mouth of the bay, leaving a single entrance one and a quarter miles wide. Near the extreme western end of the island is Fort Pickens, so

situated that the entrance channel sweeps around it in a semi-circle; and vessels entering are exposed in turn to the fire from three sides of the fort, within a range of less than a mile. Santa Rosa Island is scarcely a quarter of a mile wide at its broadest portion, and so low that heavy seas sometimes break entirely across some parts of it. Opposite Fort Pickens, on the main land, is Fort McRae, and a little to the south of the latter is the water battery. The Warrington Navy Yard and Fort Barrancas lie on a point of the main land within the bay, about one and two-thirds miles from Pickens. Fort Pickens can alone maintain a blockade of Pensacola, so long as it remains in the hands of the United States government.

A short distance west from Pensacola is Perdido Bay, with a bar on which lies but four feet of water.

ALABAMA.

XX. *Mobile*.—Forty miles west from Pensacola, on a bay of the same name, lies Mobile entrance, the second place of entry on the Gulf after New-Orleans. Two rail-roads connect it with the great national routes. The Mobile River and its branches, the Tombigbee and Alabama, navigable for steamboats several hundred miles, also make important connections with the interior. The population of Mobile is twenty-five thousand; its business wholly commercial. The entrance to the bay lies between Sand Island, on which the light-house stands, and a shoal making off from Mobile Point, a long narrow spit projecting from the main land, nearly fifteen miles in length. On the bar of the deepest channel the water lies twenty feet in depth. Fort Morgan guards the entrance, a fortification on Mobile Point, and all heavy draft vessels have to pass immediately under its guns in entering the bay. This fort is in the hands of the secessionists. The vessels blockading this port will experience some difficulty in finding safe anchorage during heavy weather, as the fort will prevent their using the bay as a refuge. The pass between Petit Bois and Horn Island, having sixteen feet, is the nearest refuge from southeast or southwest gales.

From Mobile Bay, westward, a line of low sand islands lies parallel to the coast, forming Mississippi Sound, which is navigable for coasters drawing six feet of water. Through this sound considerable trade is carried on with New-Orleans, by way of Bayou St. Jean and Lake Pontchartrain. The sound communicates with Mobile through a narrow channel of five feet at low water, called Grant's Pass. There are several connections between Mississippi Sound and the Gulf, viz.: between Dauphine and Petit Bois Islands, between Petit Bois and Horn Islands, and beyond Horn Island. The coast communication between New-Orleans and Mobile could be cut off by a small cutter, cruising between Horn Island and Chandeleur Reef, a distance of thirteen miles, cutting off at the same time the communication of New-Orleans with the Gulf, through Lake Pontchartrain. The latter body of water is navigated by vessels drawing seven feet of water. Cat and Ship Islands have good harbors, the first at its northeast end and the last at the northwest end. Their channels afford, respectively, seventeen and nineteen feet.

LOUISIANA.

XXI. *Mouths of the Mississippi*.—There are three main passes to the Mississippi, the Northeast Pass, the Southeast Pass and the Southwest

Pass. These, at their widest divergence, are about twenty-two miles apart. The Southwest Pass has usually thirteen feet of water on the bar; the depth varies considerably, so that vessels drawing but fourteen and a half feet sometimes lie weeks in the mud, before being able to pass over. The other passes are still more fickle and changeable, although admitting heavy draft vessels. The land at the entrance to the Mississippi River is nothing but mud banks, continually increasing, with reeds and rushes growing upon it, at the height of ten or twelve feet above the water. From the bar to New-Orleans is one hundred and twenty miles. The various passes converge, forming the delta, about twelve miles from the Gulf. At this point in the river two or three steamers could obstruct the navigation of the river for any length of time, and against an enemy approaching from any direction, except by a similar marine from the sea.

The city of New-Orleans, wholly commercial, finds its only available access to the Gulf through the Mississippi. Below the city are two forts on either bank of the river, in the hands of the secessionists, but not considered of much protective value.

New-Orleans has rail-road connections with the whole Union. A railway line, partly finished, connects it with Houston and Galveston, Texas. At the point where this road nearly approaches the Gulf is the only important harbor in Louisiana west of the Mississippi, Atchafalaya Bay, which has an entrance with but seven feet of water on the bar.

The mouth of the Sabine River has from six to eight feet of water on the bar. The sounds and channels along the coast from the Mississippi to the Sabine are navigable for vessels of three or four feet draft, and at certain seasons small steamers run for long distances up the various bayous that lead to the interior. There are no towns on the coast of any importance.

TEXAS.

XXII. *Galveston*.—The town of Galveston is built upon the northern extremity of Galveston Island. The entrance to the bay of the same name, which forms its harbor, lies between Point Oliver on the north and eastern extremity of Galveston Island on the south. It has a width of two miles, broken by shoals into four channels, which have a depth of from nine to twelve feet on the bar. The blockade of this city would be easily effected by a single vessel. The same blockade cuts off Houston, whose communication with the Gulf is through Buffalo Bayou and Galveston Bay.

XXIII. *Brazos River*.—This entrance is about fifty miles southwest of Galveston. A channel with eight feet leads to Quintana and Velasco, which lie on opposite sides of the entrance, a mile and a half above the bar.

XXIV. *Matagorda Bay*.—Passing the shallow mouth of the Brazos River, and a long stretch of coast, the Pasa del Cavallo, a narrow entrance to Matagorda Bay, is reached. This inlet, something less than two miles wide, has a depth of nine feet of water on the bar. On the Bay of Matagorda are the towns of Matagorda and Indianola, the former at the mouth of the Colorado River, the latter on the San Antonio. One hundred and ninety miles of coast are shut in by four long, narrow islands, viz., Matagorda, San Jose, Mustang and Padre Islands. Aranzas Pass,

between the first two, gives a narrow inlet for light draft vessels to the bay of the same name. The pass of Corpus Christi, between the second and third, has but four feet of water, leading up to a town of the same name.

XXV. *Brazos Santiago*.—The pass of Brazos Santiago has a width of about two miles, and seven feet of water on the bar.

XXVI. *Mouth of the Rio Grande*.—The Rio Grande, forming the line of boundary with Mexico, has a shifting bar of from five to seven feet in depth.

XXVII. *Espiritu Santo Bay* is about fifteen miles long, northeast and southwest, by about five miles in width. It communicates with the Gulf of Mexico through two small bayous at the northeast end, and connects also with Matagorda Bay at Pass Cavallo. Through one of the bayous (McHENRY'S) the State authorities of Texas have caused a channel to be opened affording a depth of four and a half feet at average high water, and the digging of a channel of ten feet from the bayou into Pass Cavallo, to form a harbor or dock for steamers and other sea-going vessels, has been undertaken by private enterprise. The town of Saluria is situated at the east end of this bayou. Throughout the bay there is an average depth of seven feet, the bottom being generally soft mud and shells, except in one locality, known as the "Middle Ground," which is sand, and a portion of which is usually bare at low water. The shores are low and marshy on all sides.

XXVIII. *San Antonio Bay* is of an irregular and somewhat triangular shape, the greatest length being, from north to south, about twenty miles, and the width ranging from four to eighteen miles. It has no direct communication with the Gulf of Mexico, and is, therefore, but little affected by the Gulf tides. Frequently the water is made fresh by the discharge from the Guadalupe River, which enters at its northeast end, and it is almost always muddy.

XXIX. *Mission Bay* is a small, shallow sheet of water, cut off from the head of San Antonio Bay, on the east side, by the delta of the Guadalupe River, and having not over eighteen inches of water into or through it. A small bayou, entering on its east side, drains Green Lake, which is a small sheet of fresh water lying some miles further up the delta.

XXX. *Hines Bay*, on the west side of the delta, is of the same character, but is larger, being about three and a half miles in diameter and shaped like a horse-shoe. It is also deeper than Mission Bay, affording about three feet of water to its head. On the north side is the swamp of the delta, but on the south a prairie bluff twenty feet high bounds the shore, and here, within a space of three miles, some twenty or thirty houses form what is called "Crescent Village."

NOTE.—*In the August No. of THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW we propose to publish a full list of all the harbors and rivers of the United States—showing the least water in the channels of the harbors, rivers and anchorages on the coasts of the United States, with the limits between which depths are given. From the Report of the Superintendent of the United States Coast Survey. Revised, with additions and tidal data.*

MARINE STATISTICS OF THE UNITED STATES.

FROM carefully compiled tables of marine disasters, the relative value of the risks between different ports may be correctly deduced. An analysis at the end of the year, showing the whole number of voyages between any two ports, in connection with the disasters occurring on such voyages, would be the best criterion of the value of risks in that trade. So, again, the whole number of disasters, taken in connection with the whole number of vessels of each class, would enable us to set a proper value on hull risks.

There are also lucky and unlucky vessels, and it only needs a reference to the disasters of the past few years to show an extraordinary recurrence of disasters to the same vessels and under the same masters. The mere tabulating and printing of these facts serve to impress them on the memory of those to whom it is very important to recollect at all times such fortuitous chances. The bare recollection of a single name may be the means of saving thousands. It is an axiom, that a perfect knowledge of details is essential to the thorough working of any theory, and we need not go out of the annals of marine insurance to forcibly illustrate this idea.

One of the most important public documents to the mercantile community, which are annually presented to the British Parliament, is the "abstract of the returns of the wrecks and casualties which occur on and near the coast of the United Kingdom." A description of its contents will serve both to show the importance attached to this subject on the other side of the water, and will also be useful as a model for similar efforts for the collection of like data, which we may hope will one day be made in our own country. The United States has already set a noble example to the world, in the munificent patronage it has afforded to the efforts of [the late] Commander MAURY, at the extension of our knowledge of all that relates to the physical geography of the sea. His "charts and sailing directions" have been distributed with a lavish hand, and thousands of sailors, guided by the information contained in them, have contributed in their turn intelligent observations, made in the navigable waters of all parts of the world, to swell the vast fund of nautical knowledge already obtained. The importance of this enterprise is universally admitted, but the necessity of collecting, arranging and preserving for future use a record of facts about shipwrecks, is not so generally appreciated. The reasons for this indifference are easily understood; Mr. MAURY's observations have a practical value that is readily appreciated, and while, with the aid of the mercantile marine, they are gradually forming a great addition to our scientific knowledge, they also serve as a daily guide to the operations of the navigator, while statistics of disasters at sea, though of immense value (when made for a sufficient length of time and collected by proper methods) in the regulation of insurance premiums, possess no particular interest for the community at large. It is true that the whole commercial world are interested in the fair distribution of insurance charges, but the excess of one rate or the diminution of another, which a more exact system might cause, would

affect mercantile transactions so slightly that business men, engrossed in their private concerns, can hardly be expected to feel much interest in dull collections of facts and figures, which must be patiently tabulated for many years before they become of practical importance. It is true that the great facts of science have only been arrived at by similar laborious efforts; it is true, that year after year, and age after age, patient workers have accumulated, step by step, that vast fund of knowledge which is at the basis of our modern civilization; and it is also true, that those who have done the world most service have been the worst rewarded for their pains. We do not always learn by experience, or we would not so readily condemn labors, the importance of which cannot be appreciated in a hasty glance, nor dismiss as useless collections of marine statistics, because we cannot form exact conclusions from limited observations of this kind; and because, if carelessly collected or arranged without method, they are not worth the paper they are printed on. In every branch of science instances can be shown where apparently insignificant and unimportant facts, collected together, form the basis from which we discover some of the important laws of nature, and these, in their turn, practically applied, add greatly to the comforts and happiness of life. When a sufficient number of tables are collected about wrecks and accidents at sea, we will be able to discover the law which governs them, just as surely as the life-underwriter is now able to discover, from the facts in his possession, the law upon which the duration of human life depends, and we will then be able to make calculations about marine insurance just as exact as those which are now made about life risks.

For the past two months the pages of this magazine have contained a series of tables relating to casualties and wrecks which are well worth the attention of underwriters; they consist of an alphabetically arranged list of steamers, ships, barks, brigs and schooners, the masters' names, when and where built and owned, the voyage on which the disaster occurred, its nature, locality and date, and the estimated amount of loss on hulls and cargoes. These risks form the basis from which many important tables might be made, and, with the assistance of the published registers of ships made in this country, in England and France, and also of the commercial documents of exports and imports published by the governments of the three countries, a mass of information on the subject might be digested, the value of which can easily be conceived. The undertaking, however, is an expensive one, and unless its importance can be made evident to underwriters, and their sympathies and assistance secured, it cannot possibly be prosecuted. If the thing is undertaken at all, it should be done thoroughly. The basis of the doctrine of chances is to ascertain how often a certain event occurs in a given number of trials. It is evident, then, that the losses themselves are of no importance, unless they are compared with the whole number of ventures. If it could be proved by statistics, that year after year one ship was lost out of every sixty-seven that made a particular voyage, and supposing that they were all of equal value, it would be mathematically certain that one and one-half per cent. on the value of each ship would make good the loss. But if we merely know that there are ten ships on an average lost in this trade, and five in that, we have only ascertained that one business is twice as dangerous as the other; but without knowing the number exposed to loss in either case, we could make no calculation as

to the exact loss of the one or the other. It is evident, then, that it is necessary to have a basis of comparison in some trades, although it is unnecessary, and indeed it would be impossible to make the same series of observations for every voyage that could be undertaken.

A description of the British Board of Trade report, alluded to in the beginning of this article, will, as we have said, show how important these statistics are considered in England, and may, perhaps, serve as an incentive to similar efforts on this side of the water.

The prominent feature of the work is a chart of the British Islands, on which the spots where wrecks have occurred, and the nature of the various disasters, are designated by appropriate symbols, thus showing at a glance where the dangerous places are. Next in order is a detailed description of the various tables made in the work, and a summary and commentary on their contents. This is followed by an article on the gales of October and November, of 1859, made by Rear-Admiral FITZROY. After this we have twenty-one tables of wrecks and disasters, the contents of which may be summed up as follows :

The first table contains the wrecks and casualties for five years, giving the number and tonnage of vessels and the number of hands employed. The second contains the same matter, distinguishing British from foreign ships, sailing ships from steamers, and coasters from over-sea. The third contains the same matter as the second, with the addition of the numbers of voyages made by all ships of each class, and the per centage of losses as compared with the voyages. The fourth, wrecks and casualties, distinguishing the cargoes of the ships. The fifth, the same, distinguishing the ages of the ships. The sixth, the same, distinguishing the description and tonnage of the ships. The seventh, the points of the coast on which they happened. The eighth, according to the direction of the wind. The ninth, according to the force of the wind. The tenth and eleventh tables, according to the certificates held by the masters and according to insurance respectively. The twelfth, thirteenth, fourteenth, fifteenth and sixteenth, distinguishing the kind of losses. The seventeenth, distinguishing collisions and noting the time and the state of the weather when each collision happened. And finally, the remaining four tables contain the localities where the accidents happen, the number of lives lost, and general summaries of the preceding tables. This is followed by a description of the life-saving apparatus on the British coast, and the number of lives lost and saved. And finally, comes an inquiry into the causes of the disaster. These investigations are only made where there is reason to doubt the capacity or trustworthiness of the master or mate, and upon their results it depends whether he is deprived of his certificate or not. This latter branch of the report is certainly a matter of practical rather than theoretical interest ; and as so much depends upon the skill and intelligence of masters of ships, it is well that they should have an opportunity of clearing themselves against unfounded suspicions before such a court of inquiry, and it is also well, that when, by their ignorance or wickedness, they have sacrificed human life or valuable property, that they should, by the same agency, be held up to the scorn and contempt they deserve, and should also be deprived of the means of committing the like crimes again.

MARINE STATISTICS OF THE PAST TWO YEARS.

MEMORANDA FOR 1859.

1,067 Disasters reported in 1859.	400 vessels, or 38 per cent.,	stranded.
828 " to American vessels.	87 " 8 "	abandoned.
239 " to foreign vessels.	84 " 8 "	fires.
	34 " 3 "	collisions.
444 vessels, or 41 per cent., total losses.	23 " 2 "	missing.

Proportion of Disasters to whole number of Vessels.

1,830 American ships,.....	222 disasters, or 12 per cent.
1,290 " barks,.....	135 " 10 $\frac{1}{2}$ "
1,175 " brigs,.....	139 " 12 "
4,890 " schooners,.....	266 " 5 $\frac{1}{2}$ "
<hr/>	<hr/>
9,185 " vessels,.....	762 " 8 $\frac{1}{4}$ "

Total amount of estimated losses for 1859,.....	\$ 37,626,070
Of which were foreign, say one-quarter,.....	9,406,517

Total amount of American losses,..... \$ 28,219,553

For New-York,.....	say 9-24 ..	\$ 10,582,352
Boston,.....	" 6-24 ..	7,054,889
Philadelphia,.....	" 4-24 ..	4,703,259
New-Orleans,.....	" 3-24 ..	3,527,444
Other places,.....	" 2-24 ..	2,351,629
		<hr/>
		\$ 28,219,553

MEMORANDA FOR 1860.

In 1860 there were 1,029 disasters of all kinds:

344 stranded,.....	33 $\frac{1}{4}$ per cent.	62 collisions,.....	6 per cent.
99 abandoned,.....	10 "	74 fires,.....	7 "
32 missing,.....	3 "	120 bound from N. Y.,....	12 "
342 total losses,.....	33 "	113 " to N. Y.,.....	11 "
839 American vessels,...	81 "		
190 foreign "	18 "		

Proportion of Disasters to whole number of Vessels.

1,920 American ships,.....	210 disasters, or 11 per cent.
1,340 " barks,.....	162 " 12 "
1,225 " brigs,.....	123 " 10 "
4,950 " schooners,.....	277 " 6 "
<hr/>	<hr/>
9,435 " vessels,.....	772 " 8 "

Total amount of estimated losses for 1860,.....	\$ 28,675,900
Of which were foreign, say one-quarter,.....	7,168,975

Total amount of American losses,..... \$ 21,506,925

For New-York,.....	say 9-24 ..	\$ 8,065,097
Boston,.....	" 6-24 ..	5,376,732
Philadelphia,.....	" 4-24 ..	3,584,488
New-Orleans,.....	" 3-24 ..	2,688,365
Other places,.....	" 2-24 ..	1,792,243
		<hr/>
		\$ 21,506,925

ANNUAL STATEMENTS OF THE MARINE INSURANCE COMPANIES OF NEW-YORK,

IN TABULAR FORM, FOR THE YEAR 1860.

NAME OF COMPANY.	Premiums received during the year.	Premiums earned during the year.	Losses for the year.	Expenses, &c.	Return on investments, &c.	Interest on investments, &c.	Net profits.	Int. on Scrip scrip. div. per ct. pr. ct.	Stock. Interest and dividend. per cent.	Fiscal year ends
Atlantic,	\$ 4,602,725 77 ..	\$ 4,541,133 59 ..	\$ 2,419,443 72 ..	\$ 609,212 55 ..	Incl. in ex. . . . .	..	\$ 1,512,479 32 ..	6 .. 35 ..	..	Dec. 31, 1860.
Great Western,	2,171,291 80 ..	2,418,110 84 ..	1,827,192 49 ..	269,363 20 ..	\$ 328,173 85 ..	\$ 79,991 35 ..	* 787,273 70 ..	6 .. 20 ..	7 @ 13 cash, ..	Dec. 31, 1860.
Sun,	1,316,113 39 ..	1,221,692 65 ..	767,685 85 ..	81,753 70 ..	89,095 37 ..	..	283,157 73 ..	6 .. 25 ..	..	Oct. 4, 1860.
Mercantile,	789,377 84 ..	824,314 35 ..	567,664 06 ..	70,606 52 ..	44,457 34 ..	..	141,586 43 ..	6 .. 7 ..	7 @ 4 cash, ..	Dec. 31, 1860.
Pacific,	815,579 32 ..	816,304 69 ..	413,110 58 ..	99,023 18 ..	56,489 52 ..	..	247,651 41 ..	6 .. 30 ..	..	Dec. 31, 1860.
New-York,	806,202 54 ..	799,053 50 ..	585,466 74 ..	+ 47,188 56 ..	52,137 52 ..	..	114,260 68 ..	6 .. 12 ..	..	June 30, 1860.
Columbian,	969,820 64 ..	779,998 99 ..	625,866 78 ..	112,502 39 ..	127,901 51 ..	..	loss 56,271 69 ..	..	7 ..	Oct. 31, 1860.
Commercial,	630,480 01 ..	632,405 83 ..	392,788 66 ..	+ 46,563 42 ..	53,242 08 ..	..	189,816 67 ..	6 .. 15 ..	..	June 30, 1860.
Union,	549,915 10 ..	587,193 60 ..	197,306 53 ..	124,193 63 ..	87,383 40 ..	..	178,309 99 ..	6 .. 36 ..	..	Dec. 31, 1860.
Orient,	500,416 76 ..	517,342 21 ..	268,282 68 ..	86,312 36 ..	45,308 57 ..	27,016 74 ..	144,455 34 ..	6 .. 18½ ..	3½ scrip, ..	Feb. 28, 1861.
Neptune,	392,775 25 ..	267,560 14 ..	134,932 49 ..	71,345 59 ..	13,206 96 ..	13,287 01 ..	61,362 11 ..	new, .. 15 ..	7 @ 4 cash, ..	Dec. 31, 1860.
Washington,	192,305 61 ..	142,170 03 ..	64,081 93 ..	46,058 23 ..	5,328 93 ..	6,548 43 ..	33,249 37 ..	new, .. 15 ..	7 @ 3 cash, ..	Dec. 31, 1860.
	\$ 13,737,004 03 ..	\$ 13,547,280 42 ..	\$ 8,263,817 51 ..	\$ 1,664,123 83 ..	\$ 902,725 13 ..	\$ 126,843 58 ..	\$ 3,643,632 75			

ASSETS.

	Real Estate.	Stocks, Bonds, &c.	Loans on Stocks, &c.	Cash.	Dividends and Claims.	Subscription Notes.	Premium Notes, Bills Rec., &c.	Total Assets.
Atlantic,	\$ 200,000 00 ..	\$ 2,666,378 42 ..	\$ 1,190,152 05 ..	\$ 106,154 67 ..	\$ 105,190 12 ..	..	\$ 2,378,416 84 ..	\$ 6,646,292 10
Great Western, . . . . .	..	1,119,447 61 ..	406,350 00 ..	169,777 18 ..	88,804 41 ..	..	1,620,261 19 ..	3,854,640 89
Sun,	+ 549,500 00 ..	\$ 281,018 29 ..	..	123,274 76 ..	35,362 50 ..	..	772,066 52 ..	1,761,222 07
Mercantile, . . . . .	..	339,504 10 ..	140,490 00 ..	71,572 31 ..	77,083 21 ..	..	512,368 55 ..	1,140,973 17
Pacific, . . . . .	..	281,150 00 ..	197,623 01 ..	78,577 22 ..	53,858 07 ..	\$ 35,378 87 ..	414,163 55 ..	1,000,750 72
New-York,	67,311 42 ..	250,500 00 ..	201,783 80 ..	26,250 19 ..	62,504 48 ..	..	427,967 45 ..	1,036,416 84
Columbian, . . . . .	..	368,300 00 ..	..	67,681 33 ..	82,833 77 ..	incl'd in p'm, ..	709,869 67 ..	1,228,684 77
Commercial, . . . . .	..	\$ 438,786 17 ..	..	70,154 00 ..	39,828 60 ..	..	476,586 23 ..	1,025,856 06
Union,	75,000 00 ..	458,573 00 ..	393,874 20 ..	95,741 10 ..	179,331 81 ..	..	454,825 95 ..	1,659,848 06
Orient, . . . . .	..	410,321 50 ..	129,350 00 ..	25,255 05 ..	16,646 49 ..	¶ 600,000 00 ..	244,872 02 ..	1,426,445 00
Neptune, . . . . .	..	83,000 00 ..	43,650 00 ..	77,733 39 ..	26,680 66 ..	86,575 32 ..	170,460 18 ..	488,099 55
Washington, . . . . .	..	60,500 00 ..	30,000 00 ..	62,510 26 ..	26,280 14 ..	..	96,019 09 ..	275,318 49
	\$ 891,811 42 ..	\$ 6,757,481 09 ..	\$ 2,735,273 06 ..	\$ 974,690 46 ..	\$ 744,458 26 ..	\$ 721,954 19 ..	\$ 8,277,877 24 ..	\$ 21,103,545 92

* Including reserve of last year. † Expenses partially included in losses. ‡ Including bonds and mortgages. § Including loans on stocks, &c. ¶ Stock capital notes.

Statement showing the comparative loss on Vessels and Freight, and on
Cargoes, during the year 1860.

I. LOSS ON VESSELS AND FREIGHT.

MONTHS.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
Jan.,...	\$26,500 ..	\$ 677,000 ..	\$319,200 ..	\$95,000 ..	\$60,600 ..	\$1,178,300
Feb.,...	306,000 ..	571,500 ..	272,000 ..	47,000 ..	98,500 ..	1,295,000
March..	524,000 ..	552,000 ..	253,500 ..	105,250 ..	102,700 ..	1,537,450
April..	110,000 ..	379,000 ..	161,000 ..	57,500 ..	75,600 ..	783,100
May,..	70,500 ..	640,500 ..	105,500 ..	52,500 ..	77,300 ..	946,300
June,..	144,000 ..	288,000 ..	98,700 ..	57,000 ..	25,600 ..	613,300
July,..	306,000 ..	225,000 ..	129,200 ..	38,100 ..	50,900 ..	749,200
Aug.,...	70,000 ..	200,000 ..	133,000 ..	50,600 ..	40,300 ..	493,900
Sept.,...	240,000 ..	553,000 ..	58,100 ..	54,500 ..	71,000 ..	976,600
Oct.,...	750,000 ..	666,000 ..	199,000 ..	71,600 ..	72,400 ..	1,759,000
Nov.,...	836,500 ..	536,000 ..	190,500 ..	50,500 ..	186,600 ..	1,800,100
Dec.,...	330,000 ..	590,000 ..	110,250 ..	62,200 ..	100,300 ..	1,192,750
Total,..	\$ 3,713,500	\$ 5,878,000	\$ 2,029,950	\$ 741,750	\$ 961,800	\$ 13,325,000

II. LOSS ON CARGOES.

Jan.,....	\$38,000 ..	\$545,800 ..	\$867,500 ..	\$126,000 ..	\$73,600 ..	\$1,650,900
Feb.,...	342,300 ..	420,000 ..	264,500 ..	11,600 ..	75,600 ..	1,114,000
March..	696,000 ..	492,000 ..	386,000 ..	186,100 ..	134,400 ..	1,894,500
April,..	242,000 ..	720,000 ..	376,600 ..	66,400 ..	75,700 ..	1,480,700
May,..	61,000 ..	972,200 ..	71,000 ..	56,200 ..	83,100 ..	1,243,500
June,..	19,000 ..	542,000 ..	158,500 ..	43,500 ..	96,000 ..	859,000
July,..	1,013,000 ..	241,000 ..	292,000 ..	105,000 ..	11,000 ..	1,662,000
Aug.,...	15,000 ..	91,000 ..	160,000 ..	147,000 ..	49,400 ..	462,400
Sept.,...	140,000 ..	665,500 ..	55,000 ..	66,000 ..	33,100 ..	959,600
Oct.,...	150,000 ..	687,000 ..	113,000 ..	35,000 ..	28,000 ..	1,013,000
Nov.,...	613,000 ..	525,000 ..	187,500 ..	27,900 ..	63,500 ..	1,416,900
Dec.,...	50,000 ..	1,076,500 ..	76,300 ..	24,900 ..	72,800 ..	1,300,500
Cargoes,	\$3,379,300	\$6,978,000	\$3,007,900	\$895,600	\$796,200	\$15,057,000
Vessels,	3,713,500	5,878,000	2,029,950	741,750	961,800	13,325,000
	\$7,092,800	\$12,856,000	\$5,037,850	\$1,637,350	\$1,758,000	\$28,382,000

1861.

Jan.,...	\$309,000 ..	\$1,906,000 ..	\$419,500 ..	\$146,600 ..	\$150,000 ..	\$2,931,100
Feb.,...	427,200 ..	1,137,500 ..	472,500 ..	148,800 ..	217,700 ..	2,403,700
March..	169,500 ..	1,142,800 ..	548,200 ..	340,300 ..	447,700 ..	2,648,500
April..	47,500 ..	786,800 ..	347,900 ..	196,800 ..	238,550 ..	1,617,550

4 mos., 1861.

Total,..	\$953,200	\$4,973,100	\$1,788,100	\$832,500	\$1,053,950	\$9,600,850
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4 mos., 1860.

Total,..	2,284,800	4,357,300	2,900,300	694,850	696,700	10,933,950
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1859.

Cargoes,	\$5,939,500	\$9,904,160	\$2,438,100	\$1,312,800	\$958,860	\$20,553,420
Vessels,	5,322,000	7,252,252	2,097,800	950,400	1,080,300	16,702,752

Year 1859.

Total,..	\$11,261,500	\$17,156,412	\$4,535,900	\$2,263,200	\$2,039,160	\$37,256,172
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STATISTICS OF POPULATION, &c.

AGGREGATE POPULATION OF THE STATE AND CITY OF NEW-YORK,

From 1790 to 1860, with the increase every five years, and per centage of increase for each period.

Year.	STATE OF NEW-YORK.			CITY OF NEW-YORK.		
	Population.	Increase.	Per centage of increase.	Population.	Increase.	Per centage of increase.
1790,.....	340,120 ..	.....	.....	83,181 ..	.....	.....
1800,.....	588,603 ..	248,483 ..	73.05 ..	60,489 ..	27,358 ..	82.57
1810,.....	961,888 ..	373,285 ..	63.42 ..	96,373 ..	35,884 ..	59.32
1814,.....	1,035,910 ..	74,022 ..	7.69 ..	95,519 ..	.....	.....
1820,.....	1,372,812 ..	336,902 ..	32.52 ..	123,706 ..	28,187 ..	29.51
1825,.....	1,614,456 ..	241,644 ..	17.60 ..	166,086 ..	42,380 ..	34.26
1830,.....	1,913,131 ..	298,675 ..	18.50 ..	197,112 ..	31,026 ..	18.68
1835,.....	2,174,517 ..	261,386 ..	13.66 ..	270,089 ..	72,977 ..	37.02
1840,.....	2,428,921 ..	254,404 ..	11.70 ..	312,710 ..	42,621 ..	15.78
1845,.....	2,604,495 ..	175,574 ..	7.22 ..	371,223 ..	58,513 ..	18.71
1850,.....	3,097,394 ..	492,899 ..	18.92 ..	515,547 ..	144,324 ..	38.87
1855,.....	3,466,212 ..	368,818 ..	11.91 ..	629,904 ..	114,357 ..	22.18
1860,.....	3,887,542 ..	421,330 ..	12.15 ..	813,668 ..	183,964 ..	29.17

THE POPULATION OF THE CITY OF NEW-YORK.

	White.	Colored.	Total.		White.	Colored.	Total.
Ward I.,.....	17,260 ..	113 ..	17,271	Ward XVII,....	72,650 ..	303 ..	72,953
II.,.....	2,442 ..	65 ..	2,507	XVIII,....	57,070 ..	392 ..	57,462
III.,.....	3,733 ..	24 ..	3,757	XIX,.....	27,607 ..	557 ..	28,254
IV.,.....	21,925 ..	69 ..	21,994	XX,.....	66,109 ..	1,410 ..	67,519
V.,.....	20,934 ..	1,502 ..	22,336	XXI,.....	48,651 ..	366 ..	49,017
VI.,.....	26,372 ..	324 ..	26,696	XXII,.....	61,587 ..	138 ..	61,725
VII.,.....	39,841 ..	141 ..	39,982	Total,.....	793,521 ..	12,136 ..	805,657
VIII.,.....	36,640 ..	2,766 ..	39,406	Blackwell's Island,	4,512 ..	69 ..	4,581
IX.,.....	43,961 ..	424 ..	44,385	Ward's "	772 ..	.....	772
X.,.....	28,808 ..	196 ..	29,004	Bedloe's "	4 ..	.....	4
XI.,.....	59,346 ..	224 ..	59,570	Ellis' "	5 ..	.....	5
XII.,.....	26,695 ..	263 ..	27,958	Governor's "	696 ..	.....	696
XIII.,.....	33,410 ..	307 ..	32,917	Randall's "	1,922 ..	21 ..	1,953
XIV.,.....	27,001 ..	1,079 ..	28,080	Total,.....	801,422 ..	12,226 ..	813,668
XV.,.....	26,821 ..	764 ..	27,585				
XVI.,.....	44,568 ..	609 ..	45,177				

OFFICIAL CENSUS OF THE STATE OF ILLINOIS FOR 1860.

We have received from Mr. KENNEDY, the Superintendent of the Census Bureau at Washington City, the following complete official returns of the recent census of Illinois. The results it presents are truly astonishing to all who have not been familiar with the vast and rapid increase of population in the Prairie State, which now stands fourth in the list, having outstripped, in the last decade, seven of her sister States, viz., Massachu-

setts, Indiana, Virginia, Georgia, North Carolina, Tennessee and Kentucky, each of which exceeded her population in 1850. There are now seventeen counties, each containing a population of over 25,000.

<i>Counties.</i>	<i>Pop.</i>	<i>Counties.</i>	<i>Pop.</i>
Adams,.....	41,323	Macon,.....	13,735
Alexander,.....	4,706	Macoupin,.....	24,602
Bond,.....	3,813	Madison,.....	31,215
Boone,.....	11,678	Marion,.....	12,733
Brown,.....	9,938	Marshall,.....	13,477
Bureau,.....	26,426	Mason,.....	10,933
Calhoun,.....	5,145	Massac,.....	6,214
Carroll,.....	11,733	McDonough,.....	20,069
Cass,.....	11,325	McHenry,.....	22,088
Champaign,.....	14,688	McLean,.....	28,749
Christian,.....	10,493	Menard,.....	9,596
Clark,.....	14,957	Mercer,.....	15,042
Clay,.....	9,386	Monroe,.....	12,832
Clinton,.....	10,941	Montgomery,.....	13,892
Coles,.....	14,201	Morgan,.....	22,113
*Cook,.....	144,957	Moultrie,.....	6,385
Crawford,.....	11,551	Ogle,.....	22,887
Cumberland,.....	8,311	Peoria,.....	36,600
De Kalb,.....	19,086	Perry,.....	9,552
De Witt,.....	19,819	Piatt,.....	6,129
Douglas,.....	7,140	Pike,.....	27,249
Du Page,.....	14,701	Pope,.....	6,742
Edgar,.....	16,925	Pulaski,.....	3,950
Edwards,.....	5,454	Putnam,.....	5,587
Efingham,.....	7,816	Randolph,.....	17,205
Fayette,.....	11,189	Richland,.....	9,711
Ford,.....	1,979	Rock Island,.....	21,005
Franklin,.....	9,393	Saline,.....	9,331
Fulton,.....	33,299	Sangamon,.....	32,255
Gallatin,.....	8,054	Schuyler,.....	14,635
Greene,.....	16,093	Scott,.....	9,070
Grundy,.....	10,379	Shelby,.....	14,635
Hamilton,.....	9,915	Stark,.....	9,004
Hancock,.....	29,061	St. Clair,.....	37,694
Hardin,.....	3,748	Stephenson,.....	25,113
Henry,.....	20,658	Tazewell,.....	21,471
Henderson,.....	9,501	Union,.....	11,132
Iroquois,.....	12,354	Vermillion,.....	19,801
Jackson,.....	9,586	Wabash,.....	7,312
Jasper,.....	8,372	Warren,.....	13,339
Jefferson,.....	12,965	Washington,.....	13,731
Jersey,.....	12,053	Wayne,.....	12,223
Jo Daviess,.....	27,276	White,.....	12,403
Johnson,.....	9,347	Whiteside,.....	18,746
Kane,.....	30,058	Will,.....	29,321
Kankakee,.....	15,416	Williamson,.....	12,205
Kendall,.....	13,074	Winnebago,.....	24,492
Knox,.....	23,663	Woodford,.....	13,232
Lake,.....	18,256		
La Salle,.....	48,322	Total 1860,.....	1,711,738
Lawrence,.....	9,274	“ 1850,.....	851,470
Lee,.....	17,651	“ 1840,.....	476,143
Livingston,.....	11,638	“ 1830,.....	157,445
Logan,.....	14,276		

* City of Chicago, 109,263 population.

THE SAVINGS BANKS OF NEW-YORK.

In New-York city alone there are twenty-one of these institutions, with aggregate savings of \$48,988,000. In Brooklyn, three, with deposits amounting to nearly seven millions. The following table represents the condition of each on 1st January, 1857 to 1861. Three of these institutions were established in the year 1860, and have but a limited business as yet:

COMPARATIVE VIEW OF THE SAVINGS BANKS OF THE CITY AND STATE OF NEW-YORK, ON THE 1ST JANUARY, 1857—1861.

<i>New-York City.</i>	<i>Jan., 1857.</i>	<i>Jan., 1858.</i>	<i>Jan., 1859.</i>	<i>Jan., 1860.</i>	<i>JANUARY, 1861.</i>	
					<i>Deposits.</i>	<i>No. of Depositors.</i>
Bank for Savings,.....	\$ 8,317,820	\$ 8,350,546	\$ 8,701,923	\$ 9,544,479	\$ 10,062,616	52,480
Seamen's Bank,.....	7,179,354	6,765,258	7,349,474	8,188,715	8,922,634	27,292
Bowery Savings,.....	6,645,566	6,697,993	7,818,143	9,573,400	10,294,995	44,003
Greenwich Savings,.....	3,127,898	3,356,111	3,523,851	3,786,125	3,898,339	13,076
Manhattan Savings,.....	1,394,739	1,373,025	1,782,067	2,278,609	2,794,934	11,346
Emigrant Industrial,....	1,302,790	1,348,730	1,623,754	2,120,505	2,563,475	10,169
Merchants' Clerks,.....	1,145,923	1,191,150	1,505,889	1,826,776	2,103,285	8,079
Dry Dock Savings,.....	896,360	933,543	1,118,876	1,527,572	1,976,064	7,121
East River Savings,.....	559,140	626,367	785,782	979,451	1,161,234	5,235
Broadway Savings,.....	722,830	662,446	841,346	973,478	1,102,794	4,063
Irving Savings,.....	500,000	588,627	719,498	894,898	1,086,547	4,470
Mariners' Savings,.....	244,906	288,402	419,689	598,794	763,805	3,268
Sixpenny Savings,.....	81,158	85,922	112,361	146,294	176,322	3,764
Rose Hill Savings,.....	20,836	35,306	71,854	105,527	119,019	555
Bloomington Savings,..	2,274	668	56,800	125,062	1,005	35
Mechanics and Traders',.	310,645	311,688	361,612	438,473	532,933	2,738
German Savings,.....	.....	.....	.....	239,912	759,367	4,669
Union Dime,.....	.....	.....	.....	62,013	254,244	3,016
Atlantic Savings,.....	.....	.....	.....	.....	80,374	610
Citizens' Savings,.....	.....	.....	.....	.....	27,767	467
Third Avenue Savings,...	.....	.....	.....	.....	302,073	1,563
New-York City,.....	\$ 32,452,242	\$ 32,615,132	\$ 36,806,420	\$ 43,410,083	\$ 48,988,826	217,964
Brooklyn Savings Bank,.	2,160,865	2,194,553	2,660,981	3,222,726	3,681,339	15,479
Williamsburgh Savings,.	662,231	769,013	1,086,882	1,569,551	1,905,761	10,423
South Brooklyn Savings,	322,589	346,635	522,350	751,819	928,953	5,484
Brooklyn Dime,.....	.....	.....	.....	79,954	275,693	6,135
New-York and Brooklyn, \$	35,597,977	\$ 35,925,383	\$ 41,076,633	\$ 49,034,133	\$ 55,780,572	255,485
Interior towns,.....	6,101,525	5,497,239	7,118,214	9,144,027	11,669,825	55,208
Total State of New-York, \$	41,699,502	\$ 41,422,622	\$ 48,194,847	\$ 58,178,160	\$ 67,450,397	310,693

Since 1st January, 1860, the number of savings bank depositors have increased from 196,979 to 217,964 in the city of New-York alone.

SAVINGS DEPOSITS OF INTERIOR CITIES AND TOWNS.

		1ST JANUARY, 1861.		Amount 1st Jan., 1860.
		Amount.	No. of Depos.	
Albany,	Albany Savings Bank,	\$ 1,346,998	5,405	\$ 1,164,332
"	City Savings Institution,	229,833	798	188,282
"	Exchange Savings Bank,	56,019	181	44,947
"	Mechanics and Farmers' Savings, Sixpenny Savings Bank,	547,505	1,578	338,978
"	Union Savings Bank,	14,752	1,016	14,128
"	Union Savings Bank,	44,257	187	30,863
Auburn,	Auburn Savings Institution,	166,189	980	119,408
Brockport,	Brockport Savings Bank,	3,179	50	2,340
Buffalo,	Buffalo Savings Bank,	1,177,880	7,238	988,325
"	Emigrant Savings Bank,	19,021	182	17,786
"	Erie County Savings Bank,	826,251	5,546	641,503
"	Western Savings Bank,	130,760	552	85,072
Cohoes,	Cohoes Savings Institution,	78,951	456	61,120
Schenectady,	Schenectady Savings Bank,	312,959	1,074	275,164
Elmira,	Elmira Savings Bank,	3,580	27	3,002
Fishkill,	Fishkill Savings Institution,	51,223	280	36,841
Flushing,	Queens County Savings Bank,	20,796	482	7,898
Hudson,	Hudson City Savings Institution,	83,686	533	66,139
Kingston,	Ulster County Savings Institut'n, Niagara County Savings Bank,	177,722	612	112,624
Lockport,	Niagara County Savings Bank,	4,692	35	1,768
Newburgh,	Newburgh Savings Bank,	240,328	1,576	178,335
Oswego,	Oswego City Savings Bank,	26,389	246	10,974
Peekskill,	Peekskill Savings Bank,	21,236	215	10,727
Poughkeepsie,	Poughkeepsie Savings Bank,	407,965	2,372	319,180
Rochester,	Monroe County Savings Institut., Rochester Savings Bank,	489,980	1,571	366,747
"	Rochester Savings Bank,	2,166,689	7,272	1,664,443
Rome,	Rome Savings Bank,	58,901	298	39,554
Sing Sing,	Sing Sing Savings Bank,	53,496	302	50,198
Southold,	Southold Savings Bank,	37,296	265	22,241
Syracuse,	Syracuse Savings Institution,	426,428	2,101	316,956
"	Onondaga County Savings Bank, Westchester County Savings Bk.,	282,782	1,616	186,199
Tarrytown,	Westchester County Savings Bk.,	196,751	816	148,905
Troy,	Central Savings Bank,	40,361	215	46,020
"	Commercial Savings Bank,	169,949	810	112,586
"	Manufacturers' Savings Bank,	129,569	564	110,697
"	Mutual Savings Bank,	48,882	231	42,958
"	State Savings Bank,	95,449	500	78,927
"	Troy Savings Bank,	804,032	3,083	729,024
Utica,	Central City Savings Institution, Savings Bank,	19,711	124	20,452
"	Savings Bank,	534,191	2,812	412,079
Watertown,	Jefferson County Savings Bank,	failed	..	8,933
Yonkers,	Yonkers Savings Bank,	82,115	645	67,872
Norwich,	Chenango County Savings Bank, Corning Savings Bank,	10,540	29	..
Corning,	Corning Savings Bank,	471	23	..
Rhinebeck,	Rhinebeck Savings Bank,	7,288	85	..
Piermont,	Rockland County Savings Bank,	54	23	..
Sag Harbor,	Sag Harbor Savings Bank,	12,719	202	..
Totals, 1860—1861,		\$ 11,669,825	55,208	\$ 9,144,027

NEW-YORK LEATHER MARKET FOR 1860.

From the Shoe and Leather Reporter.

THE year 1860 will be long remembered by all who derive their income from the various branches of trade connected with the tanner's art as one of peculiar hardship. Those of the leather merchants who have a direct interest in the merchandise in which they deal, have been compelled to submit to loss upon a large portion of the stock which has passed through their hands, while the industrious and hardy tanners have, many of them, notwithstanding the most strenuous efforts, been obliged to witness the fruits of former and more prosperous seasons disappear as dew before the rising sun. They have been borne along by a current of circumstances, over which they could exercise no control, until ruin may be read in the fate of some whose industry, energy and perseverance should entitle them to a better fortune.

The heavy demand for boots and shoes which prevailed for all sections of the country, through the latter portion of the year 1858, and early the following year, stimulated the manufacturing interest to such an extent, that during the first half of the year 1859, an immense increase in the production called for large additional supplies of leather, which tanners and dealers were, at that time, poorly prepared to supply. In consequence, stock was hurried in from the tanneries, often badly tanned and worse finished, to supply the pressing demand at high and advancing figures. This elated the tanners, who rushed in the raw material to the fullest capacity of their yards, at the high prices which then prevailed. About the middle of the year 1859 it became apparent that the increase in manufacturing had far surpassed the requirements of the country, and an immense overstock of boots and shoes began to burden the market, while manufacturers, many of them unable to carry their stocks of made-up goods, soon commenced to curtail operations, thus causing a great decline in the demand for leather, which was now being turned out from the tanneries in increased amounts, and transferring the over-supply from the boot and shoe to the leather trade.

Against this over-production, those engaged in the manufacture and sale of leather have had to struggle during the past year, while, as a natural sequence, prices have declined and business become unhealthy and unsatisfactory. These circumstances have been greatly aggravated by the stubbornness which has characterized the market for hides, both green and dry, during almost the entire year, rendering it almost impossible for tanners to replace the stock on the market from fresh purchases of hides, without considerable loss at the prices at which they had been forced to sell.

A further obstacle against which the trade in this country have been obliged to contend, has been the unhealthy condition of the hide and leather business in Great Britain, and, to some extent, on the Continent of Europe. The immense interest which had become centered in these lines through England and Ireland, as is manifest by the great failures of the past summer, had for some time held the prices both of the raw ma-

terial and the manufactured article quite above their relative value as compared with other kinds of merchandise, and quite too high for healthy action under the natural law of demand and supply, thus exercising a great influence on the same branches of trade in this country.

Notwithstanding the unsatisfactory condition of the market through the entire year, there has been less speculation in leather, and less variation in prices for hemlock sole than for many years before. Buenos Ayres, middle weights, keeping within the range of 21 @ 22½ cents, and Orinoco, do., of 19 @ 21 cents, through the entire period. Oak sole has also partaken of the same steadfast characteristics, and shows a variation but a trifle larger than that of hemlock; while upper leather, particularly heavy finished of hemlock tannage, has passed through several long terms of general neglect, and ranged from 16 to 20 cents per foot.

Shortly previous to the commencement of the present year rather an active demand, partly speculative, was excited for hemlock sole, and prices slightly advanced. This, however, subsided early in January, and a slight reaction was experienced before the close of the month. February passed with a very limited inquiry from the Eastern trade and slight improvement in the market, with fair receipts from tanneries and some accumulation in the stock. Early in March, New-England manufacturers began to visit this market and purchase with some freedom, although in small amounts as compared with former years; still the demand from all sources exceeded the receipts from tanneries, somewhat reducing the heavy supply, with an improvement of about half a cent per pound, and a more cheerful feeling. Before the first of May the market again became dull and receipts more liberal, causing stock once more to accumulate. Oak sole, meantime, enjoyed a more steady though not active demand, both from the city and country trade. The sales in both oak and hemlock now became light and confined principally to Eastern customers, and so continued until near August, when Southern merchants began to make their appearance and add their demands to the existing trade. Prices, during this period, were not generally firm, but yielding according to the estimate put upon the paper offered by the purchasers. The month of August passed under a very limited inquiry, and most of September had expired before much activity was visible—hemlock sole still continuing in large supply—much of it held back at the tanneries for want of a suitable market. Prices, before the close of the month, under a more animated request from the New-England States, as well as from other sections of the country, and an advancing market for the raw material, realized a slight improvement. Sales, however, were not heavy. Manufacturers, willing to profit by the experience of the previous year, bought only to supply their immediate requirements, leaving tanners and dealers to carry the surplus stock. Trade, in October, during an exciting presidential canvass, which usually interferes to some extent with business affairs, remained dull and unsatisfactory. As soon as the result of the November election was known, and the political agitations increased, the call for leather rapidly subsided, and the market has since shown little indication of a speedy recovery.

The stock of hemlock leather (the distinctive feature of this market) now on hand, and in process of manufacture at the tanneries, is somewhat less than at the commencement of the year. A smaller quantity

of the raw material has of course been put into the vats than during the period of infatuation in 1859; but the future appears little less gloomy than in January last.

IMPORTS AND EXPORTS OF LEATHER AT NEW-YORK FOR THE YEAR 1860.

IMPORTS.

6,326 packages, valued at \$2,271,828.

EXPORTS.

Destination.	Quantity.	Value.	Destination.	Quantity.	Value.
Brit. N. A. Col.,.....	{ 9,778 sides, 3,450 rolls,	\$ 50,950	Brazil,.....	5 cases,	\$ 705
Liverpool,.....	{ 609 sides, 4,014 rolls, 1,021 bales,		211,434	Argentine Republic,..	5 cases,	483
London,.....	{ 163 bdls., 3 cases,	5,506		Cisalpine Republic,....	4 cases,	750
Glasgow,.....	{ 370 sides, 83 rolls,		5,989	Chili,.....	4 cases,	1,070
Galway,.....	96 rolls,	4,010		Peru,.....	3 cases,	500
Havre,.....	11 cases,		5,250	Hayti,.....	{ 3 rolls, 1 case,	343
Antwerp,.....	491 sides,	8,080		Cuba,.....	{ 75 rolls, 111 cases,		15,639
Hamburg,.....	{ 23,863 sides, 3,543 rolls,		109,422	Porto Rico,.....	{ 14 pkgs., 3 cases,	484
Bremen,.....	{ 5,198 sides, 59 rolls,	25,171		Dutch West Indies,..	{ 409 sides, 8 cases,		2,786
Australia,.....	{ 35 pkgs., 17 cases,		4,745	Danish West Indies,.,	{ 99 sides, 79 rolls, 11 cases,	4,064
Canary Islands,.....	{ 100 sides, 43 rolls,	1,988		British West Indies,.	{ 87 sides, 2 rolls, 6 cases,		880
China,.....	{ 25 rolls, 11 cases,		2,066	British Honduras, ..	{ 60 pkgs., 52 rolls,	1,824
Venezuela,.....	{ 10 rolls, 2 cases,	840		Mexico,.....	6 cases,		1,315
New-Grenada,.....	{ 3 pkgs., 9 cases,		1,480		
British Guiana,.....	{ 1,250 sides, 99 rolls, 10 cases,	6,984				$ 469,708

Total—42,254 sides; 10,665 rolls; 1,021 bales; 230 cases; 163 bundles; 112 packages.

Importations of Boots and Shoes; Japanned Leather; Skins tanned and dressed; Skivers; Bend, Sole and Upper Leather, at the leading Ports of the United States, for the fiscal year ending June 30th, 1860.

Ports.	Boots and Shoes.	Japanned Leather.	Skins Tanned.	Skivers.	Sole & Upper Leather.
New-York,.....	\$ 40,833 ..	\$ 132,940 ..	\$ 927,495 ..	\$ 157,862 ..	\$ 1,333,563
Boston,.....	53,318 ..	4,928 ..	40,695 ..	....	120,378
Philadelphia,.....	859 ..	413 ..	4,558 ..	....	17
Baltimore,.....	86 ..	843 ..	327 ..	....	....
New-Orleans,.....	10,249 ..	9,806 ..	140,772 ..	....	....
San Francisco,.....	27,722 ..	65 ..	3,246 ..	....	178
Total, six ports,.....	\$ 133,067	\$ 148,990	\$ 1,117,093	\$ 157,862	\$ 1,454,135
Total, all other ports,..	1,409	218	3,388	....	552
Total, United States,..	\$ 134,476	\$ 149,208	\$ 1,120,481	\$ 157,862	\$ 1,454,687

IMPORTS OF HIDES AT THE PORT OF NEW-YORK FOR THE YEAR 1860.

Compiled from the Weekly Official Tables of the Shoe and Leather Reporter.

FOREIGN.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total 1860.	Total '59.	Total '58.
Bahia, .....	....	....	130	....	....	....	....	....	....	....	....	....	130	47,508	15,719
Bathurst, (African,) .....	....	11,460	6,050	....	....	....	8,737	940	....	100	....	4,255	26,542	26,690	....
Buenos Ayres,.....	99,894	17,249	25,502	7,922	14,034	8,200	31,790	4,239	19,385	6,138	2,104	26,907	263,364	470,393	304,915
Carthagena, .....	....	....	....	2,250	....	55	....	....	666	....	....	373	3,379	27,321	....
Chagres,	8,851	7,188	6,012	5,975	8,925	4,157	15,579	3,030	6,763	....	7,584	3,218	77,582	97,663	....
Curacoa,	1,041	....	210	714	....	803	....	638	322	1,094	....	763	5,630	8,043	4,306
Honduras,.....	....	110	3,408	4,323	1,662	2,758	....	3,754	840	....	3,382	539	20,781	....	....
Maracaibo,.....	7,059	3,164	5,142	1,542	2,584	5,035	2,233	2,796	2,393	1,737	4,509	4,576	42,870	46,324	41,103
Maranham,.....	3,426	....	....	....	....	526	....	....	....	4,135	....	....	8,087	22,219	28,822
Mexican,.....	3,125	650	541	1,221	6,080	1,914	2,635	....	2,114	2,941	1,733	1,722	24,634	66,241	33,071
Monte Video,.....	25,532	....	11,151	....	3,013	5,310	5,355	....	....	....	1,225	25,678	82,264	184,996	72,365
Orinoco,.....	14,753	17,035	8,400	....	4,394	15,055	....	7,337	36,197	15,500	....	....	121,176	232,377	202,426
Para,.....	636	23	3,589	....	....	....	14	245	....	160	....	....	4,667	16,800	20,684
Porto Cabello,.....	....	486	2,629	....	2,618	529	6,318	....	1,172	3,410	401	7,389	24,352	25,360	45,145
Porte-au-Platte,.....	2,394	826	283	933	2,060	423	4,071	1,407	....	2,192	1,836	416	16,336	18,606	....
Rio Grande,.....	17,056	11,404	10,192	8,956	....	21,977	....	13,206	14,595	16,899	13,827	10,776	138,888	178,641	110,523
Rio Hache,	1,752	....	433	159	....	....	....	200	....	....	....	....	2,544	12,803	18,500
Savanilla,.....	2,213	3,180	3,513	8,056	6,595	5,635	2,354	3,323	4,171	....	5,955	4,243	49,243	23,547	....
Sierra Leone,.....	....	....	....	800	....	....	6,214	....	2,406	....	....	....	9,420	36,523	....
Singapore and Penang,.....	....	9,425	....	3,304	....	....	....	890	....	1,191	905	....	15,718	11,733	7,667
West India, &c.,.....	1,143	1,326	1,573	1,702	714	349	130	151	602	630	2,362	1,913	12,655	34,117	34,697
Sundry South American,.....	....	3,303	2,280	644	2,023	401	865	590	23	133	492	....	10,312	10,932	3,338
" Central American,.....	....	300	....	2,306	2,533	....	4,000	....	4,333	....	2,405	....	16,427	31,133	....
From Antwerp,.....	....	....	....	....	....	....	....	....	1,955	....	....	....	1,955	6,552	36,647
" Hamburg,.....	....	....	....	....	....	....	....	....	....	....	....	....	....	49,030	125,219
" Havre,.....	....	....	....	....	....	....	....	....	....	....	....	....	....	24,369	30,133
" Liverpool,.....	....	....	....	....	....	....	....	....	....	525	3,555	2,938	7,063	42,077	11,556
" London,.....	....	....	....	....	....	....	....	....	....	....	....	....	....	11,360	10,089
" Marseilles,.....	....	....	....	....	....	....	....	....	....	....	....	....	....	19,363	....
Sundry foreign,.....	....	77	1,000	320	1,000	137	....	350	1,200	329	800	650	5,913	62,340	231,310
Total foreign, 1860,.....	188,875	87,211	91,443	51,212	58,255	73,322	84,845	43,646	99,667	57,217	53,433	96,416	992,622	....	....

Total foreign, 1859,.....	184,263	120,570	175,563	200,973	216,443	158,242	97,718	154,271	181,056	71,603	220,243	121,881	....	1,852,856	....
“ “ 1858,.....	57,398	32,554	82,838	66,736	92,172	145,241	119,086	94,006	133,762	272,312	122,694	213,837	....	....	1,433,286
DOMESTIC.															
California,.....	31,189	10,433	....	23,283	10,612	23,360	....	10,419	22,669	8,914	23,271	....	169,150	160,542	116,710
New-Orleans,.....	2,966	10,454	10,823	13,582	12,173	15,019	1,440	5,496	2,909	6,593	6,266	5,048	92,769	69,498	....
Texas,.....	20,785	11,592	15,826	23,358	39,820	13,495	12,391	16,764	....	7,134	22,979	23,625	212,769	101,147	70,689
Sundry coastwise,.....	5,469	6,174	25,868	11,188	8,344	16,142	1,509	879	8,625	20,987	37,854	15,555	158,844	122,427	299,409
By rail,.....	23,828	11,172	15,951	10,151	12,041	2,744	3,005	189	2,219	....	1,941	7,332	90,103	90,321	....
Total domestic, 1860,.....	83,737	49,825	68,498	56,512	82,990	70,760	18,345	33,747	36,422	438,628	97,311	51,860	723,635	....	....
“ “ 1859,.....	82,091	36,511	80,063	46,906	40,730	36,884	38,322	26,740	37,589	17,468	67,608	34,066	....	541,935	....
“ “ 1853,.....	85,632	27,982	28,513	91,443	42,210	74,776	18,262	19,132	39,177	42,583	58,025	35,738	....	....	516,808
Total foreign and domestic, 1860,	272,612	137,036	159,941	137,724	141,275	144,082	103,190	77,393	136,059	100,845	150,744	147,820	1,716,257	....	....
“ “ “ 1859,	216,354	157,081	255,626	247,879	257,178	195,076	136,040	181,011	218,675	89,061	287,851	155,941	....	2,397,791	....
“ “ “ 1858,	96,030	60,530	111,351	158,181	134,412	220,020	137,348	113,188	172,939	315,195	180,719	249,612	....	....	1,950,044
CALCUTTA, &C., IN BALES.															
Calcutta and East India,.....	173	292	250	341	24	15	207	382	159	141	....	110	2,094	1,781	....
From sundry foreign ports, mostly re-shipments of Calcutta,.....	....	14	79	....	6	35	....	25	....	....	....	....	159	823	....

Import of Hides.

IMPORTS OF HIDES AT NEW-YORK FOR THE PAST THIRTEEN YEARS.

YEARS.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
1843,.....	109,324	54,400	112,732	113,976	94,160	26,957	109,761	97,435	58,962	58,710	40,219	101,018	972,654
1848,.....	70,929	65,431	112,604	135,448	114,144	70,592	155,260	74,527	46,290	146,584	64,946	173,025	1,229,727
1850,.....	113,320	141,900	58,200	118,400	144,500	146,400	113,000	117,965	169,900	83,100	120,700	156,000	1,483,305
1851,.....	115,500	103,000	134,100	136,000	114,150	73,000	100,000	103,480	110,900	110,600	118,000	142,400	1,366,030
1852,.....	50,000	101,000	76,000	75,500	139,000	98,800	93,800	140,600	103,000	70,000	195,000	235,000	1,437,200
1853,.....	50,000	78,000	130,540	110,100	117,460	99,000	111,500	150,000	105,500	71,800	164,200	71,700	1,259,900
1854,.....	173,519	121,758	130,247	108,900	198,956	125,650	176,700	142,635	142,500	135,800	125,000	98,360	1,679,995
1855,.....	106,200	76,200	108,500	163,800	127,700	146,700	93,600	123,000	160,800	156,700	116,000	170,800	1,550,000
1856,.....	212,103	118,259	101,898	203,500	203,364	139,212	91,316	129,817	121,648	143,981	150,977	130,837	1,715,900
1857,.....	123,709	223,190	120,908	152,697	210,513	122,929	150,144	114,729	81,742	171,577	164,138	160,477	1,796,753
1858,.....	96,030	60,530	111,351	158,181	134,412	220,020	137,348	113,138	172,939	315,195	180,719	249,612	1,950,014
1859,.....	216,351	157,034	255,626	247,879	257,178	195,076	136,040	181,011	218,675	89,061	287,851	155,941	2,397,791
1860,.....	212,612	137,036	159,941	137,724	141,275	144,082	103,190	177,393	136,089	100,845	150,744	147,826	1,716,257

NEW-YORK BOOT AND SHOE MARKET FOR 1860.

From the Shoe and Leather Reporter.

THE past year may be noted as one not generally satisfactory to the manufacturing interests of this department of business, while most of the jobbers have realized fair profits, although the amount of trade has generally fallen short of their anticipations. At the commencement of the year 1860, the prosperity in the commercial affairs of the country gave indications of an active and profitable business. The panic of the previous year, caused by over-production of the New-England manufacturers, had so reduced prices of many kinds, that during the last half of the year 1859 many of the large jobbing houses of this city were induced to purchase on a liberal scale, and thus early secure a stock for the ensuing spring trade, while the rates at which these supplies were bought were supposed to be, and undoubtedly were, in many instances, lower than the same article could be manufactured, thus encouraging holders to believe they would be able to defy all competition in prices at the early spring sales, which it was generally expected would be heavy, both to the Western and Southern States; to the latter, on account of the great prosperity which that section had enjoyed for some previous years, through her large and remunerative crops; to the former, on account of the caution manifested by the dealers, and the limited amount of boots and shoes shipped to that portion of the country since the great commercial panic of 1857. With neither of these sections, however, has the business of the past year equalled expectations, notwithstanding the unprecedented harvest and the general prosperity of the West during the first ten months of the year.

The month of January passed; Southern merchants scarcely began to make their appearance; and it became a subject of remark that Southern trade was coming in late. Travellers returning from that section of the country soon intimated that a large surplus of boots and shoes was remaining on hand, and that only moderate requirements for the spring business need be expected. To this was added, as a further discouraging feature, the report that many bills contracted the previous autumn would require an extension until a disposition could be made of stock on hand. Nearly the middle of March was reached before there was a moderate representation of the Southern trade in this market. Stocks were full, and prices continued low. For some new styles, however, which were less abundant, an advance was now obtained. The strike which was at this time taking place among the Massachusetts workmen rendered it difficult to obtain, at short notice, a full supply of all descriptions. During the latter part of March and the whole of April, tradesmen from the Western and Southwestern States came forward to a fair extent; but the lessons of 1857 did not seem to be lost upon them, for their purchases were characterized by much caution, and a decided preference for good substantial work, rejecting, at almost any price, the lowest class of Eastern manufacture, of which the market had been heavily stocked the

preceding year. It soon became evident that sales to the West, although trade appeared healthy, and the amount all that could reasonably have been expected, were not approaching the ideas of our sanguine dealers, and that they would not equal the purchases of the spring of 1859.

Trade with our own State, and some of those immediately adjoining, was steady and not below the average of previous years during the first half of 1860, while the aggregate sales to other sections of the country are variously estimated at 20 @ 25 per cent. less than during the same months in 1859. The wholesale houses and others engaged in manufacturing in this city, profiting by the experience of the previous years, cut up stock much more cautiously, studying more carefully the requirements of their customers, and awaiting, in many instances, actual orders before preparing their goods for market. This caution in management has enabled many of the manufacturers to realize, if not extravagant, at least fair profits during the larger portion of the year.

The month of July brought but few orders from any section of the country, and a considerable part of August passed before the Southern purchasers were fairly in the market. As in the spring, so in the autumn, trade from the Southern States came forward late, and to a much less extent than had been generally anticipated, while extensions upon bills previously purchased were not unfrequent, giving considerable anxiety to some of our dealers, even previously to the presidential election in November. Early in September the West was well represented in this market, and purchases, although made with much confidence and freedom, were devoid of that recklessness which characterized the operations of the early part of 1857. Notwithstanding the quantities required for this section were much less than had been estimated by many, a business fully equalling the average of the last five years has been realized. Western merchants extended the time of making their purchases over a somewhat longer period than usual, while from the more Southern country there was a gradual diminution of orders after the first of September, and almost an entire cessation before the first of November, since which date the political affairs of the country have not been such as to contribute to any improvement.

The year closes with a pressure upon many of our houses, brought about by the agitations of the country, which it is very difficult to withstand. Manufacturers have nearly ceased operations. A more than average stock of boots and shoes for the season remains in the hands of the trade, which, for cash, could generally be purchased at less than the cost of production.

Exports of Boots and Shoes from the several ports of the U. S., during the fiscal year ending June 30, 1860.

<i>Ports.</i>	<i>Amount.</i>	<i>Ports.</i>	<i>Amount.</i>
New-York,.....	\$ 241,291	New-Orleans,.....	\$ 4,128
Boston,....	197,150	Vermont,.....	2,697
San Francisco,.....	101,555	Philadelphia,.....	2,494
Niagara,.....	116,281	Salem,.....	2,475
Passamaquoddy,.....	58,570		
Baltimore,.....	27,147	Total, 13 ports,.....	774,273
Oswegatchie,.....	11,148	Total, all other,.....	8,252
New-London,.....	4,539		
Buffalo,.....	4,798	Total, United States,.....	\$ 782,525

IMPORTS AND EXPORTS OF BOOTS AND SHOES AT THE PORT OF NEW-YORK
FOR THE YEAR 1860, WITH THE CUSTOM HOUSE VALUATION.

IMPORTS OF BOOTS AND SHOES.

223 packages, valued at \$35,229.

EXPORTS OF BOOTS AND SHOES.

Destination.	Quantity.	Value.	Destination.	Quantity.	Value.
Cuba,.....	347 cases,	\$62,760	Peru,.....	114 cases,	\$ 8,651
Gibraltar,.....	7 "	500	Hayti,.....	40 "	3,594
British Australia,....	1,892 "	59,248	British West Indies,.	670 "	33,186
" W. A. Colonies,	268 "	10,020	French " ..	10 "	237
" Honduras,.....	112 "	5,868	Danish " ..	150 "	10,907
Mexico,.....	29 "	1,344	Dutch " ..	19 "	1,003
Central America,....	58 "	2,270	Porto Rico,.....	91 "	5,197
Venezuela,.....	64 "	3,740	Liverpool,.....	361 "	7,470
New-Grenada,.....	558 "	31,795	Havre,.....	33 "	2,058
Brazil,.....	75 "	7,795	Hamburg,.....	164 "	7,070
British Guiana,.....	11 "	521	China,.....	117 "	5,195
Argentine Republic,.	671 "	26,657	Africa,.....	34 "	1,609
Cisalpine Republic,...	204 "	4,000			
Chili,.....	230 "	13,642	Total,.....	6,231 "	\$137,301

NEW-YORK HIDE MARKET FOR 1860.

From the Shoe and Leather Reporter.

THE dry-hide trade of the past year has called forth, from those engaged in the importation, not only much energy, perseverance and patience, but a heavy outlay of money, and has been prosperous only by determined effort on the part of importers, excited by the great pecuniary interest which has been centering in this business for the last few years. The high prices to which hides were carried by the expansion and speculation of 1857, attracted the notice of hide-producing countries, and every available means was brought into requisition to increase the already numerous domesticated herds which roam over the *pampas* of South America; while the rifle and the lasso penetrated still further into the mountains. This stimulus has since gradually but largely increased the product in many sections both of the Eastern and Western continents. Notwithstanding the growing requirements for leather in this and other countries, the increase in the production of the raw material has more than kept pace with the demand, leaving a large surplus in the hands of the various branches of trade between the grower of hides and the consumer of leather. This surplus, in a country where capital is all fully employed, and money worth from seven to twelve per cent. per annum, must necessarily induce an unhealthy condition in some departments of the business, which, from the force of circumstances and the heavy amounts of capital employed in the importation of dry hides, has unfortunately, during the past year, borne heavily upon that class who are least able to support the loss—the manufacturers of leather. Wet salted hides for the first ten months enjoyed, proportionately, a greater degree of prosperity. The heavy requirements of some of the European

countries for this class of stock created, during the first half of the year, a demand in this city for slaughter hides which kept the market nearly bare.

At the commencement of the year there was a stock of over 200,000 hides in this market, much of which had cost the importers more than the current selling rates at that time, which were for Buenos Ayres 23 @ 24c., for Orinoco, 21½ @ 22c., and for country and city slaughter, 8½c. per lb. The demand at first was very moderate, stronger for a concession in prices than for quantity; this was steadily resisted by holders, and before the middle of January rates were advanced fully one cent per lb., which had the effect to stimulate quite an active trade for the season. During the month of February several considerable parcels of hides were shipped to Europe, a moderate inquiry only existing for tanning purposes. Meantime receipts had been heavy and the stock had accumulated to over 300,000 hides. Towards the middle of March many of the tanners who, on account of the disparity in prices of hides and leather, had been working in small amounts of stock through the winter, began to look anxiously about for a further supply, and to purchase more freely from the lower priced hides; leading descriptions being held firmly at extreme rates, while the demand for export continued, to some extent, for dry, and became active for wet salted at 9 cents per lb. cash. Receipts of both domestic and foreign continued steady; still, before the close of the month, sales in various directions had reduced the stock to 260,000 hides, and prices had advanced for Orinoco to 23, and for Buenos Ayres to 25 @ 25½ cents, with still an active trade in slaughter and all the common classes of dry hides.

Business from this time held on the even tenor of its way, the trade and tanners purchasing with great reluctance sufficient to keep their yards in operation, while a heavy stock of leather burdened the market at prices much below the cost of production at ruling rates for the raw material. Towards the middle of May, tanners being anxious to work in a large supply of hides before "the heated term," began to purchase in larger amounts, and rates for Buenos Ayres further advanced to 26 cents, and other kinds of dry hides proportionately. Before the close of the month the demand for export ceased for dry hides, because our stock was not suited to European markets, and for slaughter hides on account of the bad condition in which many lots had been shipped, rendering the traffic unprofitable. Sales were light and unsatisfactory, at prices slightly easier, until the middle of July, when intelligence of the failures and panic in England reached this city, causing, for a time, almost an entire suspension of business. Receipts, meanwhile, had surpassed the sales, and the supply on hand had again accumulated to over 300,000 hides, and before the close of the month to 340,305 hides and 474 bales do., the highest number held at any one time during the year. The market now became languid and prices began to recede, which, before the revival of trade, touched the figure of 21 @ 22 cents for Buenos Ayres, and 19 @ 21 cents for Orinoco. Country and city slaughter also sympathizing in the general depression, declined to 7½ @ 8 cents. A limited amount of dry hides, however, were purchased at these low rates. Before the first of September, as it became evident that the heavy stocks of the suspended firms in England were not to be thrown precipitately upon the market, importers began to strengthen their views, and an advance of one

or two cents was readily effected under an increasing demand from the trade.

Sales became generally active, and prices further advanced, until near the last of October, when the accepted rates for Buenos Ayres were $24\frac{1}{2}$ @ 25 cents, and for Orinoco $23\frac{1}{2}$ @ 24 cents. City and country slaughter found a ready market at $8\frac{1}{2}$ @ 9 cents per lb. These rates continued with little variation, under an active request, gradually reducing the heavy supply on hand, until after the presidential election and the political agitations of the country had proved the source of a panic from which trade has not yet recovered. From the middle of November to the middle of December few transactions were effected, and prices declined to $5\frac{1}{2}$ @ 6 cents for city slaughter, and 20 cents for Buenos Ayres, and proportionately on other descriptions; since which time an improved inquiry has been manifested, and a slight improvement realized. The year closes with a stock of 205,000 pieces, partly held above the current rates, which are 21 cents for Buenos Ayres, and $6\frac{3}{4}$ cents for wet salted city hides.

EXPORTS OF HIDES AND SKINS FROM NEW-YORK DURING THE YEAR 1860.

Destination.	Quantity.	Value.	Destination.	Quantity.	Value.
Cuban,.....	{ 2,000 hides, }	\$ 9,382	Bordeaux,...	628 hides,	\$ 3,254
	{ 27 pkgs. }		Lisbon,.....	20 pkgs.,	250
Mexico,.....	1 pkge.,	100	Hamburg,....	{ 1,188 hides, }	139,595
Brazil,.....	1 pkge.,	178		{ 1,179 pkgs., }	
Chili,.....	.....	.....	Rotterdam,...	3,355 hides,	24,802
Bristol,.....	675 hides,	4,829	Antwerp,....	60,364 hides,	301,721
Glasgow,....	200 hides,	1,331	Bremen,.....	{ 2,100 hides, }	55,672
Liverpool,...	{ 36,701 hides, }	303,721		{ 146 pkgs., }	
	{ 310 pkgs., }			Amsterdam,..	240 hides,	1,607
London,.....	{ 5,392 hides, }	258,418	Brit. N.A. Col.,	{ 260 hides, }	2,475
	{ 1,038 pkgs., }			{ 5 pkgs., }	
Havre,.....	{ 55,349 hides, }	298,939	Total,168,452 hds.,	4,283 pkgs.,	\$1,406,274
	{ 556 pkgs., }				

Exports of Hides from the United States during the fiscal year, ending June 30, 1860.

Ports.	Value.	Ports.	Value.
New-Orleans,.....	\$ 314,200	Chicago,.....	\$ 6,856
Detroit,.....	251,877	Boston,.....	4,370
New-York,.....	240,354	Oswegatchie,.....	3,294
Vermont,.....	80,453	Niagara,.....	2,532
Philadelphia,.....	34,118	Genesee,.....	850
Charleston,.....	28,593	Oregon,.....	800
Champlain,.....	26,730	Milwaukie,.....	550
Texas,.....	14,855	Passamaquoddy,.....	467
Oswego,.....	14,117		
Buffalo,.....	11,244	Total, United States,....	\$ 1,036,260

REVIEW OF THE WINE AND LIQUOR TRADE FOR 1860.

Reported by J. A. SCHMIDT, Broker, 8 Old Slip, N. Y.

With importations of Wines, Brandy, Gin, Rum, Champagne, Porter, Ale, Cordials, Whiskey, Vinegar, Oil, Plums and Prunes, Cherries, Mustard, Sardines, Herrings, Anchovies, Sauce, Pickles, Capers, Preserved Fruit.

THE year 1860, in regard to the wine and liquor trade, has not been very favorable, and did not realize the hopes expressed in our report for 1859. With the exception of a short period, when the report of the reforms in the commercial relations between England and France aroused some speculative feeling—a general tranquillity was the chief feature of the market through the whole year.

The demand for foreign spirits, French and Spanish wines, being light, prices were weak, even at times when they were reported firm and advancing in France, and at several periods of the year, by comparing our prices with the quotations in France, it could be seen that goods sold here at the ruling market price could not be replaced but at higher cost.

This state of affairs is so much more to be regretted, as the crops of the past year in France—regarding the quality—are far inferior to those of 1857 and 1858, which cannot fail to have a discouraging influence on the trade.

But what makes the year 1860, perhaps, a remarkable one in the history of our liquor trade, is the first appearance of the MORRILL tariff bill, which, although it had not taken effect yet, made an unfavorable impression on any house connected with the trade, even by the mere idea of the possibility of its passing, and when in force will show itself ruinous to trade and importation.

Brandies.—The year opened with a heavy stock of nearly all kinds of liquors, principally of Brandies; but prices were firm, as only a small importation was looked for. Prices of the favorite brands of Cognac were then—

Vintage, 1858,.....	\$ 2 80 @	\$ 3 00
“ 1857,.....	3 25 @	3 50
“ 1856,.....	3 40 @	3 70
Rochelle Brandies,.....	1 60 @	2 00

The inquiry remaining small through all the month of January, and some holders exhibiting a desire to realize, prices became weak, until the middle of February, when the news of the reforms in the commercial policy of France, recently proposed by the Emperor of the French, by which it was believed the exportation of Brandy would be greatly increased to Great Britain, and doubtless diminish to this country, induced a speculative movement, and the sales, which were mostly to arrive, reached a higher figure than for some time past. This speculative feeling lasted till end of March, when market prices were as follows:

Cognac, 1858,.....	\$ 3 00 @	\$ 3 25
“ 1857,.....	3 40 @	3 75
Rochelle Brandies,.....	2 00 @	2 30

From this time the market remained quiet and without any change in prices till the beginning of September, when, the accounts of the French vintage being unfavorable, it became more active, and there was a most lively demand, particularly for Brandies of 1858, which had become the favorite vintage on account of its fine quality. Nearly all the stock of this vintage (imported in 1859) was disposed of.

The unfavorable reports of the crops in France being continued, a fair activity ruled until the middle of November, since when the demand has been moderate till the end of the year.

From the prices named it will be seen that, though at some periods of the year large parcels have been changing hands, prices have appreciated but little, the quantity going into consumption always being small.

The current prices of the favorite brands of Cognac on the 1st of January, in the years named, are as follows:

VINTAGE.	1861.	1860.	1859.	1858.
1859,	\$ 2 75 @ \$ 3 00 ..	.....	.....	.....
1858,	3 00 @ 3 50 ..	\$ 2 80 @ \$ 3 00 ..	\$ 1 65 @ \$ 2 00 @ ..
1857,	3 50 @ 4 00 ..	3 25 @ 3 50 ..	2 00 @ 2 25 ..	\$ 3 50 @ ..
1856,	4 00 @ 4 25 ..	3 40 @ 3 70 ..	2 50 @ 3 00 ..	3 75 @ ..
1850,	5 00 @ 5 50 ..	5 00 @ 5 25 ..	4 00 @ 4 50 ..	5 75 @ ..
1848,	5 50 @ 6 50 ..	5 25 @ 6 00 ..	7 50 @ 5 25 ..	6 00 @ ..
Rochelle Brandy,	1 75 @ 2 10 ..	1 60 @ 2 00 ..	1 15 @ 1 40 ..	2 00 @ \$ 2 50

IMPORTATIONS OF BRANDY.

	1860.	1859.	1858.	1857.
	Packages.	Packages.	Packages.	Packages.
From Bordeaux,	21,482 ..	36,080 ..	12,377 ..	14,379
“ La Rochelle,	6,374 ..	33,007 ..	7,160 ..	8,189
“ Cette and Marseilles,	9 ..	12 ..	71 ..	292
“ France,	27,865 ..	69,099 ..	19,608 ..	22,860

Gin has been without any remarkable change, and prices were generally corresponding to the quotations from Holland. They were, on the 1st of January, in the years named, as follows:

1856,	\$ 1 30 @ \$ 1 75	.....	Duty 100 per cent.
1857,	1 20 @ 1 50	.....	“ “ “
1858,	0 80 @ 1 10	.....	“ 30 “
1859,	0 65 @ 0 85	.....	“ “ “
1860,	0 60 @ 0 85	.....	“ “ “
1861,	0 55 @ 0 80	.....	“ “ “

The importation of Gin has been increasing from year to year, as will be seen from the table p. 128.

Rum.—The importation, although it did not reach that of 1859, exceeded those of former years.

IMPORTED FROM	1860.	1859	1858.	1857.
Jamaica,	Puncheons, 1,119 ..	1,173 ..	356 ..	826
St. Croix,	“ 1,204 ..	1,139 ..	868 ..	868
Cuba,	“ 191 ..	673 ..	60 ..	55
Porto Rico,	“ 40 ..	75 ..	166 ..	..
England,	“ 121 ..	98 ..	74 ..	28
Sundry ports,	“ 48 ..	111 ..	166 ..	50
	2,723 ..	3,269 ..	1,690 ..	1,827

Prices have been without change, from 90 cents to \$1 25 for Jamaica, and 65 cents to 75 cents for St. Croix. The superior qualities of Jamaica

Rum, which are received in smaller quantities from England, were held at \$1 75 to \$2 50.

Whiskey.—The importation was again in excess of former years, as may be seen by reference to the table appended. The demand was fair. Scotch from 85 cents to \$1 30, and Irish \$1 to \$1 20.

French Wines were not in so good a demand as last year; prices in France were higher on account of the inferior crops of 1859 and 1860. The common qualities have to be quoted now—

Bordeaux claret, in casks,	\$ 30 @ \$ 40	Marseilles white wine,	\$ 28 00 @ \$ 35 00
“ white wine,..	30 @ 40	Rochelle wines,.....	25 00 @ 30 00
Cette claret,.....	32 @ 40	Claret in cases,.....	2 25 @ 2 75
“ white wine,.....	32 @ 40	Burgundy port,.....	1 00 @ 1 30
Marseilles claret,.....	28 @ 35		

The following shows the average prices of the lower qualities of French wines on the 1st of January of the years named :

	<i>Bordeaux Wines.</i>		<i>Cette Wines.</i>		<i>Cases.</i>	
1856,.....	\$ 45 @ \$ 60	..	\$ 40 @ \$ 55	..	\$ 2 75 @ \$ 3 25	
1857,.....	35 @ 45	..	40 @ 50	..	2 50 @ 3 00	
1858,.....	30 @ 45	..	30 @ 40	..	2 25 @ 2 75	
1859,.....	25 @ 30	..	20 @ 30	..	2 00 @ 2 25	
1860,.....	32 @ 36	..	30 @ 35	..	2 25 @ 2 50	
1861,.....	30 @ 40	..	32 @ 40	..	2 25 @ 2 75	

IMPORTATION OF WINES FROM FRANCE.

	1860.			1859.			1858.		
	<i>Hhds.</i>	<i>Bbls.</i>	<i>Cases.</i>	<i>Hhds.</i>	<i>Bbls.</i>	<i>Cases.</i>	<i>Hhds.</i>	<i>Bbls.</i>	<i>Cases.</i>
From Bordeaux,.....	7,030	555	130,229	10,476	1,652	115,452	4,023	594	49,248
“ La Rochelle,.....	20	..	120	344	108	100	..	..	24
“ Marseilles and Cette,...	12,055	7,226	1,203	10,949	8,607	540	1,812	1,720	529
Total,.....	19,105	7,781	131,552	21,769	10,867	116,122	5,885	2,314	49,801

The importation of *Champagne* has exceeded again that of last year, and reached the high figure of 214,559 baskets, thus exceeding the quantity of all other wines imported in glass by 63,229 dozen bottles. Of leading brands have been imported by the different agents, 101,132 baskets.

German Wines have continued to be a favorite article, and there is hardly any kind of wines imported that met with so ready sale as Hock and Moselle wines. The following shows the extraordinary increase of importations within the last four years :

IMPORTATION OF GERMAN WINES.

	<i>Casks.</i>	<i>Cases.</i>		<i>Casks.</i>	<i>Cases.</i>
1857,.....	3,754	..	1859,.....	10,427	..
1858,.....	2,217	..	1860,.....	9,147	..

IMPORTATION OF WINES FROM SPAIN.

	<i>Casks.</i>	<i>Cases.</i>		<i>Casks.</i>	<i>Cases.</i>
1857,.....	13,476	..	1859,.....	12,751	..
1858,.....	3,790	..	1860,.....	20,408	..

IMPORTATION OF WINES FROM PORTUGAL.

	<i>Casks.</i>	<i>Cases.</i>		<i>Casks.</i>	<i>Cases.</i>
1857,.....	4,410	..	1859,.....	744	..
1858,.....	837	..	1860,.....	2,682	..

IMPORTATION OF WINES FROM MALAGA.

	<i>Casks.</i>	<i>Casks.</i>
1857,.....	5,109	1859,.....
1858,.....	1,288	1860,.....

IMPORTS IN 1860.—PORT OF NEW-YORK:

Vessels from :	Wines.			Brandy.	Gin.		Rum.	Cham- pagne.	Porter- and Ale.
	<i>Hhds.</i>	<i>qr. csks.</i>	<i>Cases.</i>	<i>Pkgs. average 32 galls.</i>	<i>Pipes.</i>	<i>Casks.</i>	<i>Puns.</i>	<i>Barrels.</i>	<i>Pcks.</i>
Bordeaux,.....	7,030	555	130,229	21,482	..	..	..	..	..
La Rochelle,.....	20	..	120	6,374	..	..	..	..	..
Marseilles,.....	9,669	2,550	1,045	8	..	..	..	..	..
Cette,.....	2,356	4,676	158	1	..	..	..	..	..
Havre,.....	2,556	..	88	158	..	..	..	214,559	..
London,.....	697	206	893	957	244	..	66	..	14,230
Liverpool,.....	1,142	..	888	102	13	..	40	..	3,347
Glasgow,.....	18	..	1	154	30	..	15	..	8,703
Irish ports,.....	2	..	..	..	..	..	..	..	315
Hamburg,.....	405	200	647	4	..	..	..	..	110
Bremen,.....	405	..	601	24	..	..	..	..	100
Antwerp,.....	186	..	355	..	..	..	..	..	..
Amsterdam,.....	..	..	..	48	638	251	..	..	..
Rotterdam,.....	5,209	..	12,999	260	6,534	7,026	..	..	1
Malaga,.....	186	2,944	125	..	..	..	..	..	..
Spanish Ports,.....	1,330	19,078	603	..	..	..	..	..	..
Portugal,.....	168	2,514	2,181	..	..	..	..	..	..
Alicante,.....	..	1,846	..	..	..	..	..	..	..
Madeira,.....	152	425	10	..	..	..	..	..	..
Italian Ports,.....	16	87	277	..	..	..	..	..	..
Sicily,.....	706	1,919	12	..	..	..	..	..	..
Jamaica,.....	5	..	..	..	..	..	1,119	..	..
St. Croix,.....	..	..	..	..	..	..	1,204	..	..
Porto Rico,.....	..	..	..	..	..	..	40	..	..
Cuba,.....	68	..	1	110	..	..	191	..	..
West Indies,.....	..	..	..	..	..	..	27	..	..
San Francisco,.....	68	..	138	42	..	..	..	..	..
Sundry Ports,.....	51	..	4	..	..	..	21	..	..
Total, 1860,.....	32,475	36,950	151,330	29,724	7,459	7,277	2,723	214,559	26,856
" 1859,.....	36,275	30,005	138,005	70,480	6,947	5,696	3,269	175,445	26,513
" 1858,.....	11,776	14,711	65,538	20,238	7,284	5,408	1,561	87,712	20,945
" 1857,.....	21,845	39,718	135,363	24,018	5,995	3,944	1,827	186,402	25,783
" 1856,.....	13,677	44,896	111,152	34,017	4,944	2,733	1,843	128,872	21,455

Vessels from :	Cordials.		Whis- key.	Vine- gar.	Oils.		Plums and Prunes.		Cherries.	
	<i>Csks.</i>	<i>Cases.</i>	<i>Puns.</i>	<i>Casks.</i>	<i>Casks.</i>	<i>Cases.</i>	<i>Casks.</i>	<i>Cases.</i>	<i>Casks.</i>	<i>Cases.</i>
Bordeaux,.....	2	1,458	..	375	1	11,466	21,117	10,916	..	..
La Rochelle,.....	..	76	..	30	..	..	..	..	..	..
Marseilles,.....	6	1,204	..	..	473	72,832	..	..	..	..
Cette,.....	..	..	..	..	1	..	..	..	..	..
Havre,.....	102	543	..	..	23	1	58	51	..	..
London,.....	..	..	202	104	358	..	..	..	..	..
Liverpool,.....	..	24	432	56	41	..	614	..	..	..
Glasgow,.....	..	..	1,063	..	..	..	..	..	..	..
Irish Ports,.....	..	..	500	4	..	..	..	..	..	..
Hamburg,.....	10	1,390	..	2	6	..	348	..	141	..
Bremen,.....	..	..	..	..	..	..	245	..	..	..
Antwerp,.....	..	93	..	..	10	..	..	..	..	..
Amsterdam,.....	76	15	..	..	..	3	..	..	..	..
Rotterdam,.....	128	168	..	40	6	..	130	..	12	..
Malaga,.....	..	..	..	..	345	..	..	350	..	..
Portugal,.....	..	..	..	..	223	60	..	..	..	..
Italian Ports,.....	2	187	..	..	82	2,498	1,516	..	..	200
Sicily,.....	..	4	..	..	126	2,519	..	200	..	357
Jamaica,.....	..	..	..	..	..	..	..	..	..	..
Cuba,.....	..	..	..	6	..	..	..	..	..	..
West Indies,.....	..	20	..	..	..	..	..	..	..	..
San Francisco,.....	..	..	..	..	156	..	..	..	..	..
Sundry Ports,.....	..	81	..	..	497	8	498	..	..	..
Total, 1860,.....	226	5,268	2,247	617	2,343	89,387	24,456	10,617	153	557
" 1859,.....	146	5,665	2,096	600	2,984	83,708	4,233	9,235	344	1,263
" 1858,.....	..	..	1,061	324	..	..	..	..	..	..
" 1857,.....	..	..	1,629	315	..	..	..	..	..	..
" 1856,.....	..	..	..	701	..	..	..	..	..	..

IMPORTS FOR THE YEAR 1859.—(Continued.)

Vessels from :	Fruits Presred.	Mustard.		Sar-dines.	Her-rings.	An-chovy.	Sauces.	Pickles.	Capers.
	<i>Pkgs.</i>	<i>Casks.</i>	<i>Cases.</i>	<i>Cases.</i>	<i>Kegs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>Pkgs.</i>	<i>gs.</i>
Bordeaux,.....	4,798	..	3,445	9,758	..	1	..	524	290
La Rochelle,.....	..	..	..	875	..	..	..	..	..
Marseilles,.....	10	..	..	..	..	..	..	2,345	200
Cette,.....	..	..	..	..	..	..	..	..	..
Havre,.....	..	..	2	816	768	..	..	..	..
London,.....	..	220	29	..	..	..	28	..	..
Liverpool,.....	..	558	73	..	..	..	816	..	..
Glasgow,.....	..	..	..	..	259	..	..	..	..
Irish Ports,.....	..	..	..	..	..	..	..	..	..
Hamburg,.....	25	..	..	..	129	..	..	..	..
Bremen,.....	..	..	..	..	100	..	..	..	..
Antwerp,.....	..	..	..	..	..	..	..	..	..
Amsterdam,.....	..	..	..	..	500	50	..	..	..
Rotterdam,.....	..	..	..	..	28,083	1,310	..	..	..
Malaga,.....	..	..	..	..	..	..	..	..	19
Spanish Ports,.....	..	..	..	..	..	..	..	..	..
Portugal,.....	5	..	..	..	..	..	..	..	..
Alicante,.....	..	..	..	..	..	..	..	..	..
Madeira,.....	..	..	..	..	..	..	..	..	..
Italian Ports,.....	273	..	..	3	..	15	..	..	19
Sicily,.....	..	..	..	..	..	..	..	..	1
Jamaica,.....	..	..	..	..	..	..	..	..	..
St. Croix,.....	..	..	..	..	..	..	..	..	..
Porto Rico,.....	..	..	..	..	..	..	..	..	..
Cuba,.....	17	..	..	..	..	..	..	..	..
West Indies,.....	..	..	..	..	..	..	..	..	..
San Francisco,.....	..	..	..	..	..	..	..	..	3
Sundry Ports,.....	..	..	24	..	..	..	..	..	100
Total, 1860,.....	5,128	778	3,573	10,447	29,889	1,876	839	2,873	628
" 1859,.....	6,969	220	3,723	13,351	25,518	225	1,728	4,441	570
" 1858,.....	6,573	..	..	..	..	..	..	..	..
" 1857,.....	2,941	..	..	..	..	..	..	..	..
" 1856,.....	3,999	..	..	..	..	..	..	..	..

IMPORTS OF SHERRY, SICILY, RED, WHITE, CHAMPAGNE AND CLARET WINES INTO THE SEVERAL PORTS OF THE UNITED STATES DURING THE FISCAL YEAR ENDING JUNE 30, 1860.

Ports.	Sherry.	Sicily.	Red.	White.	Champagne.	Claret.
New-York,.....	\$ 347,657	\$ 20,928	\$ 357,726	\$ 391,323	\$ 1,024,822	\$ 183,535
Boston,.....	47,886	7,115	3,966	..	49,384	932
San Francisco,.....	13,466	..	72,136	7,957	133,575	21,572
New-Orleans,....	9,416	5,695	50,955	59,699	120,340	203,123
Baltimore,.....	6,430	569	299	..	1,443	2,753
Charleston,.....	2,311	..	466	1,430	1,540	246
Detroit,.....	1,297	..	..	..	503	..
Philadelphia,...	995	942	1,382	869	1,740	3,070
Savannah,.....	562	..	..	..	52	..
Mobile,.....	315	..	..	..	168	168
Passamaquoddy,	268	13	41	..	..	..
Oswegatchie,....	230	..	..	..	528	..
Texas,.....	175	950	..	312	250	1,039
Chicago,.....	152	..	..	..	..	..
Niagara,.....	97	..	..	..	18	..
Genesee,.....	30	..	..	..	..	..
New-Bedford,...	..	183	..	..	..	..
Norfolk,.....	..	..	28	..	10,974	3,062
Sandusky,.....	..	..	..	698	..	..
Cuyahoga,.....	..	..	..	122	..	..
All others,.....	..	..	..	..	588	975
Total U. S.,...	\$ 431,287	\$ 36,395	\$ 486,999	\$ 462,415	\$ 1,345,925	\$ 420,475

REVIEW OF THE HEMP MARKET FOR 1860.

From Wood & Nichols' Market Report.

Manilla Hemp.—THE history of this article for the last three years is characterized by a gradual decline in price, which, excepting slight and temporary interruptions, has continued through the past year. The decline was arrested in the spring at 6c., by a speculative feeling, based upon an advance in rates of freight at Manilla, and price was carried to 6½c. This advance was soon lost, and market remained pretty firm at 6c., until late in the summer, when increased demand for consumption stimulated holders, and appreciation followed. The market afterwards again receded, and has been steadily drooping until now. The cause for this decline is sufficiently explained by the constant addition of large cargoes to an overstocked market; and, in many instances, the pressure of a heavy surplus has crowded the price below cost of importation. The gathering of this article in the provinces of Manilla was greatly stimulated by a demand for return freight from a rapidly increasing tonnage, consequent upon the development of the California trade. As supply was thus augmented, depreciation succeeded; and, in order to realize as much as when hemp commanded better prices, the decline has been followed by increased supply. This process has been going on until confidence has been weakened; and, as the production is inexhaustible, requiring no cultivation, the inquiry is suggested as to when it would touch bottom. It is thought that the limit is nearly reached, and that the effect of the present state of the market will bring the price to a point which will effectually stop the supply. Arrivals at Manilla to October 6th, 191,237 bales, against 181,326 do., same time in 1859.

Our statement exhibits a large increase upon the consumption of last year. This increase has been steadily growing, although for several years the shipping interest has been depressed, and the demand for its uses, which, in prosperous times, amounts to nearly one-third of the consumption, has been small. The low price of the material has undoubtedly contributed to the result. Early in the autumn a great impetus was given to trade by the sudden appreciation of a large crop of cereals; and manufacturers found plenty of employment with the greatly increased orders, resulting from the favorable turn of fortune at the West. An extraordinary prosperous career was suddenly checked, and the country agitated by a political excitement, that has entered, with its paralyzing influence, into every department of trade and industry. Demand has subsided and values become nominal. The last sale of hemp was made at a trifling concession from 5¾c. Buyers offer 5½c.

Stock in the country on the 1st January, 1857, 82,140 bales; same time in 1858, 69,683 bales; in 1859, 81,396 bales; in 1860, 84,594 bales; in 1861, 86,815 bales.

Stock in the country and afloat, January 1, 1858, 74,852 bales; 1859, 109,009; 1860, 113,513; 1861, 120,922 bales.

COMPARATIVE PRICES PER PICUL IN MANILLA, AND FREIGHTS, FOR FOUR BALES.

YEAR.	PRICES, HEMP.			FREIGHTS, HEMP.		
	Highest Price.	Lowest Price.	Average Price.	Highest Rate.	Lowest Rate.	Average Rate.
1850,.....	\$ 6 50	\$ 5 62	\$ 6 25	\$ 15 00	\$ 10 00	\$ 12 50
1851,.....	7 50	6 12	6 62	10 00	6 00	7 00
1852,.....	8 12	6 50	7 12	12 00	8 00	10 00
1853,.....	8 37	7 00	7 55	10 00	10 00	10 00
1854,.....	11 50	7 00	8 42	20 00	14 00	17 50
1855,.....	8 00	6 50	7 25	17 50	12 00	15 25
1856,.....	8 25	7 00	7 50	14 00	8 00	10 80
1857,.....	8 50	6 00	7 75	13 00	5 00	8 65
1858,.....	5 75	4 75	5 37	11 00	5 00	8 00
1859,.....	5 25	4 50	5 00	7 00	3 00	5 00
1860 to October,.....	4 $\frac{7}{8}$	4 $\frac{1}{2}$	4 $\frac{3}{8}$	10 00	5 00	7 $\frac{1}{2}$
Average from 1850 to 1859,	11 50	4 50	6 88	20 00	3 00	10 37

Bales.

Stock in all hands January 1st, 1860,.....	84,594
Imports from January 1, 1860, to January 1, 1861,.....	144,491

229,085

*Stock in all hands January 1, 1861,.....	86,815
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Consumption for the year,.....	142,270
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TOTAL EXPORTS FROM MANILLA TO THE UNITED STATES.

From January 1, 1860, to October 6, 1860,.....	115,128	115,128
Same time in 1859,.....		107,235

Showing an increase in 1860 of.....	7,893
Same time in 1858,.....	113,619

Increase in 1860,.....	1,509
Same time in 1857,.....	91,122

TOTAL EXPORTS FROM MANILLA TO GREAT BRITAIN.

From January 1, 1860, to October 6, 1860,.....	34,792	34,792
Same time in 1859,.....		56,236

Showing a falling off in 1860 of.....	21,444
Same time in 1858,.....	35,913

Decrease in 1860,.....	1,121
Same time in 1857,.....	30,458

COMPARATIVE IMPORTS.

From January 1, 1860, to January 1, 1861,.....	144,491
“ “ 1859, to “ 1860,.....	132,298

Increase in 1860,.....	12,193
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From January 1, 1858, to January 1, 1859,.....	128,782
“ “ 1857, to “ 1858,.....	119,659

CONSUMPTION IN THE UNITED STATES.

1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
87,176	106,376	90,174	100,760	114,203	111,047	110,582	129,100	142,270

COMPARATIVE EXPORT OF HEMP TO UNITED STATES AND EUROPE.

Date.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.
To the United States,	51,097	71,566	110,257	102,292	114,008	107,290	156,193	121,655	144,476	142,323
To Europe,.....	10,603	15,402	13,871	8,467	47,301	11,831	19,699	47,991	52,516	65,336
Bales,.....	61,765	86,968	124,128	110,759	161,309	119,171	175,892	169,646	197,292	207,664

* Boston, New-York and Philadelphia.

ARRIVALS OF MANILLA HEMP.

1860.	Name of Vessel.	Where.	Bales.	Sales.
January 20, ..	Comet,	New-York,	8,239	6½ cents.
" 26, ..	Asterian,	Boston,	5,963	....
February 10, ..	Magi,	New-York,	3,719	6
" 14, ..	Derby,	"	7,407	....
" 23, ..	Leicester,	"	3,444	....
" 28, ..	Wm. Sprague,	Boston,	3,591	....
March 8,	Rockland,	"	6,267	6¼
" 13,	Josiah L. Hale,	New-York,	3,958	6 @ 6¼
" 20,	Eastern Star,	"	5,362	6½ @ 6¼
" 23,	Belvidere,	Boston,	7,342	6¼ @ 6¾
April 11,	Nabob,	New-York,	5,781	6½
May 2,	Tsar,	"	1,810	6 1-16
" 10,	Fortuna,	Boston,	500	6 1-16
" 15,	Winged Arrow,	"	4,540	6
" 15,	Aurora,	New-York,	7,844	6 afloat.
June 1,	Southern Cross,	Boston,	3,548	....
" 12,	Sweepstakes,	New-York,	6,231	6
" 18,	Superior,	"	7,179	6
July 11,	Belle of the West, ..	Boston,	2,860	6
August 30, ..	Nestorian,	New-York,	5,266	6
" 30, ..	Ringleader,	"	4,185	6 1-16 @ 6½
September 12, ..	Malay,	Boston,	4,057	6½
October 2, ..	Nautilus,	"	1,120	6½
" 5, ..	Free Trade,	New-York,	6,430	6 @ 6½
" 5, ..	Reliance,	Boston,	1,917	....
" 12, ..	Romance of the Seas, ..	"	4,825	....
" 30, ..	Indiaman,	New-York,	1,666	....
November 27, ..	Home,	"	1,985	5½ @ 5¾
December 10, ..	Annie Bowen,	Baltimore,	285	....
" 14, ..	E. P. Stringer,	New-York,	7,675	5¾
" 23, ..	Starlight,	Boston,	5,250	....
" 29, ..	Kate Howe,	"	4,245	....

Jute.—The low price of Manilla hemp has brought that article in competition with jute during the past year, and, to some extent, has driven the latter out of the market. In view of the reduced stock at the commencement of the year, and the large falling off in shipments at Calcutta, holders were firm at \$92 50 @ \$95; but trade was dull, and manufacturers demanded lower prices. Market gradually yielded until early in the summer, when an unexpected demand came from the South for baling use, to supply the deficiency of Western rope. With moderate supplies, a gradual reduction of stock ensued, and holders became firmer. Later in the season, a prospective short supply induced manufacturers to buy freely, and the market became quite active. Appreciation rapidly followed, and sales were made as high as \$110; but the advance has been strongly resisted, manufacturers contending that, so long as Manilla continues to decline, they must stop, unless jute can be obtained at lower rates. During the last month they have done but very little, and will only meet the pressing wants of the trade until a better chance for profit exists than they now have. A small lot was brought out from England, but her short supplies have not permitted our market to be relieved from that quarter. The crop of 1859 was small and of inferior quality. Good or even fair qualities have been scarce; and a

very inferior grade, known as *jute ends*, a new article in this market, has been sent here, and found buyers, because of its cheapness; but the quality is too poor to work to advantage, and sales are made with great difficulty. The new crop is spoken favorably of, both as regards quality and quantity. The shipments to England have been active, and, when the deficiency is made up, we shall look for lower prices at Calcutta and larger shipments to this country. The stock afloat is 4,562 bales, for Boston, including 2,898 bales of jute ends; 605 do. for New-York, and 200 do. for Philadelphia; altogether, 5,367 bales. Our statement shows a falling off in the consumption from last year, occasioned by the competition with Manilla hemp.

Stock on hand and afloat, 10,442 bales; same time last year, 13,825 do.; 1858, 26,903 bales. Of the present stock there are but 2,325 bales in New-York, Boston and Philadelphia, in first hands. At our close, price is nominal and no demand whatever.

	<i>Bales.</i>
Stock in all hands January 1, 1860,.....	12,700
Imports from January 1, 1860, to January 1, 1861, (including arrivals from England),.....	15,226
	<hr/>
	27,926
Stock in all hands January 1, 1861,.....	5,075
	<hr/>
Consumption for 1860,.....	22,851

EXPORTS FROM CALCUTTA TO THE UNITED STATES.

From January 1, 1860, to November 1, 1860, (including 3,368 bales jute ends),.....	16,021
From January 1, 1859, to November 1, 1859,.....	14,050
	<hr/>
Increase in 1860 of.....	1,971

COMPARATIVE IMPORTS.

From January 1, 1860, to January 1, 1861,.....	15,026
“ “ 1859, to “ 1860,.....	22,931
	<hr/>
Decrease in 1860 of.....	7,905

EXPORTS FROM CALCUTTA TO ENGLAND.

From January 1, 1860, to October 31, 1860,.....	222,928
“ “ 1859, to “ 1859,.....	278,644
	<hr/>
Falling off in 1860 of.....	55,716
Exports to England in 1859,.....	362,357
“ “ in 1858,.....	392,781
“ “ in 1857,.....	202,806

CONSUMPTION IN THE UNITED STATES.

1857.	1858.	1859.	1860.
13,641	.... 16,104	.... 26,095	.... 22,851

REVIEW OF THE TOBACCO MARKET FOR THE YEAR 1860.

By Messrs. T. & H. MESSENGER.

THE stocks held this side of the Atlantic and in Europe on the 1st of January were placed at 96,000 hhds., an increase of 12,000 hhds. compared with same time the year previous. This liberal supply, added to the extreme estimate of the incoming crop, viz., 227,000 hhds., (which subsequent receipts proved to be short of the reality,) acted as an incubus to any advance in the value of this staple; and had the crop under culture resulted in a full average, we doubtless should have witnessed a feeble market throughout the year.

We proceed briefly to delineate the prominent features of the season. The demand for the closing winter months proved a fair average, the sales rather exceeding 2,000 hhds. at full quotations for the better grades, while inferior were less firm. The spring opened with a light demand and prices rather drooping, May closing with a declension in prices for inferior and medium of $\frac{1}{4}$ @ $\frac{1}{2}$ c. The market remained inanimate until near the close of summer, with limited sales, inferior grades exhibiting a further decline of $\frac{1}{4}$ @ $\frac{1}{2}$ c. without leading to increased activity. The chief notable circumstance was the rapidly accumulating stock, which now reached the unprecedented total of nearly 15,000 hhds. The prevailing lethargic feeling at length gave way, and ere the opening fall, an active demand sprang up, induced by an apprehension of a large diminution in the growing crop from the effect of drought, resulting in an increased volume of transactions partly speculative, without, however, immediately advancing prices. As the season progressed, additional stimulus was imparted by reiterated statements of damage sustained by the crop, which was followed by large transactions, the sales for September and October reaching nearly 5,000 hhds., with a responding advance of $\frac{1}{2}$ @ $1\frac{1}{2}$ cents, the better classifications being most favorably affected. We regret that it is not in our power to follow up this favorable change, the business in the closing fall month being brought to a stand by political vicissitudes, which have had a paralyzing influence on commerce generally. And although tobacco has maintained its position favorably, compared with other staples, and holders appear comparatively firm, there is no disguising the fact that present quotations should be deemed nominal, and will simply indicate to the reader about where the market left off.

Regarding the crop we have been treating of, our favorable expectations of its quality were far from being realized, there being a sad deficit of sweet fleshy leaf, as also a very meager supply of desirable African and West India sorts. The bulk of the excessive stock held here consists of medium and nondescript, for which there is but little inquiry, and we apprehend losses will occur in its realization; while really desirable, from comparative scarcity, will probably be better maintained. As to the extent and quality of the new crop, opinions are somewhat at variance; that there will be a deficiency in length, and an absence of dark rich leaf and choice manufacturing, there remains but little doubt. We retain our usual practice of rendering the outside estimated growth, as we discover, on referring to many past years, it generally comes within the compass of actual results.

The year will open with stocks of the world, amounting, in the aggregate, to 146,496 hhd., or an excess beyond those of last year of 50,496 hhd. Of the future course of the market we advance no opinion. We invite the attention of the reader to the following statistics :

INSPECTIONS.	Kentucky.	Virginia and N. Carolina.	Ohio.	Mid.	Total.	1st January.
	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>
1851,.....	12,285	635	6	100	13,046	6,374
1852,.....	20,107	361	1	3	20,472	5,096
1853,.....	11,284	167	2	4	11,457	9,640
1854,.....	9,295	295	21	..	9,611	7,555
1855,.....	8,700	1,779	21	..	10,500	3,588
1856,.....	12,683	2,009	9	..	14,701	2,575
1857,.....	8,963	1,376	..	..	10,339	5,747
1858,.....	16,091	2,114	..	..	18,205	4,654
1859,.....	12,666	1,190	..	11	13,867	9,461
1860,.....	20,815	3,474	5	..	*24,294	8,644

STOCKS.	1858.	1859.	1860.
	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>
January,.....	4,044	9,461	8,644
February,.....	3,967	8,490	8,372
March,.....	3,980	8,049	8,119
April,.....	3,757	8,212	8,303
May,.....	4,403	8,074	8,679
June,.....	6,034	8,216	10,869
July,.....	8,894	10,515	13,368
August,.....	10,326	12,368	14,613
September,.....	11,595	12,413	14,913
October,.....	11,741	12,212	15,283
November,.....	10,865	9,929	15,415
December,.....	10,210	9,148	15,833

SALES FOR 1859-1860.

MONTHS.	1859.			1860.		
	Kentucky.	Maryland.	Virginia.	Kentucky.	Maryland.	Virginia.
	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>
January,.....	900	..	50	1,425	....	75
February,.....	300	..	40	600	..	25
March,.....	1,300	..	100	950	..	..
April,.....	650	50	75	600	..	100
May,.....	650	..	40	670	..	70
June,.....	350	..	..	700	..	100
July,.....	800	..	..	700	35	50
August,.....	800	..	..	1,200	..	150
September,.....	1,200	..	25	2,250	..	75
October,.....	1,300	100	..	2,000	..	500
November,.....	1,200	..	25	650	..	75
December,.....	970	..	25	425	..	50
Total,.....	10,420	150	380	12,170	35	1,270

January 1st, 1861, stock on hand,..... 19,048 hhd.

* Including all inspections.

STOCKS IN WAREHOUSE AT THE PRINCIPAL MARTS, JANUARY 1ST.

	<i>New-York.</i>	<i>New-Orleans.</i>	<i>Baltimore.</i>	<i>Virginia.</i>	<i>Philadelphia.</i>	
1859,.....	9,461	*20,858	8,500	890	560	Total, 40,179 hhd.
1860,.....	8,644	19,546	15,500	200	742	" 44,633 "
1861,.....	19,043	13,271	24,500	22,366	853	" 80,033 "

STOCKS IN EUROPEAN MARTS, DECEMBER 1ST.

	<i>Liverpool.</i>	<i>London.</i>	<i>Bremen.</i>	<i>Holland.</i>	<i>Other Ports.</i>	
1858,.....	14,015	†13,723	†7,020 leaf.	†6,295	†3,230	Total, 44,283 hhd.
†1859,.....	15,581	†18,829	†7,493 "	†7,000	†2,850	" 51,735 "
†1860,.....	17,538	†22,445	†6,747 "	†17,094	†8,329	" 67,653 "

INSPECTIONS FOR THE FISCAL YEAR.

	<i>New-Orleans.</i>	<i>Virginia.</i>	<i>Baltimore.</i>	
1857-58,.....	68,075	72,696	70,669	Total, 211,440 hhd.
1859-59,.....	56,450	68,953	62,546	" 187,949 "
1859-60,.....	62,113	76,997	78,291	" 217,421 "
Total receipts at New-Orleans, 1857-58,.....				87,144 hhd.
do. do. 1858-59,.....				75,925 "
do. do. 1859-60,.....				80,925 "

Manufactured Tobacco.—It will require but a short space to chronicle the prominent characteristics of the past year's transactions, which we regard, as a whole, unfavorable to parties interested. The winter business resulted in sales analogous to those of the previous season, without change in prices. The spring transactions came short of anticipations, while the market flagged and quotations were scarcely supported. Summer passed without any prominent change either in value or demand, the latter of which continued dormant, with more than usual pressure on the part of the seller to realize. The weighty stock which had run up in August to 74,000 packages, added much to the embarrassment of the agents at this period. The opening fall offered but little encouragement, and although the sales formed a fair average, a prevailing heaviness was the leading feature, while work suitable for the Southern trade receded in value, owing to the absence of demand. A returning vitality was observable during the month of October when free sales were effected with a promising future, resulting only in disappointment from local troubles. The market relapsed into a state of comparative torpor, the year closing with a large diminution in sales.

We regret that it is not in our power to give the official sales and stocks for the past three months, making a break which we have filled by estimate, varying but little, we apprehend, from the true result. It will be discovered that there has been a diminution in receipts compared with last season of about 40,000 packages. We again repeat that the stock on hand is given by estimate, and is much larger than was anticipated, particularly as the receipts for the closing month were very light; the almost entire cessation of business has brought about this result. The most favorable feature is the probability that there is less in second hands than for many years past, while the interior is in light supply. Hence the revival of business would at an early day place the agent in a stronger position. Included in the gross receipts are re-shipments to foreign markets.

* Estimated growth for 1860—Kentucky, Tennessee and Missouri, 60,000; Virginia, 70,000; Maryland, 45,000; Ohio, 12,000; total, 187,000 hhd.

† Latest mail advices.

‡ Ports in Great Britain, Ireland and Scotland, assumed to approximate to the stock of December, 1858.

RECEIPTS.		SALES.		STOCKS.		
		FOR 1859 AND 1860.		FOR 1859 AND 1860.		
<i>Packages.</i>		<i>Packages.</i>	<i>Packages.</i>	<i>Packages.</i>	<i>Packages.</i>	
1849,.....	117,594 ..	January,....	14,727 ..	13,184 ..	30,655 ..	49,024
1850,.....	162,341 ..	February,...	15,089 ..	17,101 ..	30,799 ..	46,649
1851,.....	163,210 ..	March,.....	19,254 ..	14,376 ..	34,895 ..	55,028
1852,.....	176,339 ..	April,.....	16,741 ..	16,243 ..	39,397 ..	54,562
1853,.....	215,698 ..	May,.....	13,148 ..	13,762 ..	45,410 ..	58,229
1854,.....	134,007 ..	June,.....	16,037 ..	12,873 ..	50,162 ..	61,638
1855,.....	165,197 ..	July,.....	17,276 ..	18,627 ..	56,493 ..	70,677
1856,.....	260,768 ..	August,....	24,047 ..	16,623 ..	53,185 ..	74,607
1857,.....	199,878 ..	September,...	26,610 ..	25,171 ..	45,240 ..	62,623
1858,.....	252,374 ..	October,....	19,655 ..	*20,500 ..	43,623 ..	*59,961
1859,.....	322,048 ..	November,...	14,675 ..	*9,000 ..	48,281 ..	*65,348
1860,.....	281,629 ..	December,...	10,464 ..	*6,000 ..	55,202 ..	*67,367
Total sales,.....		207,623 ..		181,360		

Seed Leaf.—We have seldom witnessed a more unsatisfactory year than the past, both to the producer and dealer, prices having ruled very low compared with former seasons. The market during the winter and spring evidenced but little vitality, while the summer passed with but few transactions, and holders, discovering little prospect of realizing at the home market, commenced exporting on a large scale; but even this relief did not produce any appreciable benefit, and the sluggish feeling continued until fall, when a more cheerful aspect ensued.

The recorded sales for September of 5,000 cases, gave an improved tone to the market. Subsequently exporters purchased with freedom, confining their selections more particularly to the inferior grades, the figures for which were low. The season closes with a moderate prospect for the future. Regarding estimates of the crops, we find great discrepancy, and hence defer figures; they will probably result somewhat less than last year's, but with the old stock on hand will doubtless be ample for all purposes. The crop of Connecticut is said to be unusually good, but little, if any, of the different growths has been disposed of.

Florida.—The crops of Florida are becoming each year of less importance, this season's production being placed at 1,000 cases, nearly one-half of which is in port. Of the quality, we simply say that it is decidedly inferior and the color imperfect, hence the article attracts but little attention.

Foreign Tobacco.—Taken as a whole, the year just terminated has been generally satisfactory to those concerned, results usually proving remunerative, and at no time have the stocks been excessive. Cuba, which has been imported on a larger scale, has met with an improved demand, and prices exceeding last year's were realized. In Yara, the dealings have been unusually large, the article being used to some extent as a substitute. The crop of Havana possessed some choice parcels, but the larger portion was deficient in body and flavor. We commenced the year with a very light stock, and a demand corresponding. Holders are generally firm.

* Estimated.

Importations and Stocks.	Cuba.	Havana.	Yara.	Other descriptions.	Total.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Importations in 1858, ..	20,618	32,179	8,064	15,819	76,180
do. do. 1859, ..	5,045	31,398	14,454	3,829	54,726
do. do. 1860, ..	8,207	35,221	7,149	270	50,947
Dec. 31, stocks, 1858, ..	4,908	5,997	2,734	740	14,379
do. do. 1859, ..	522	4,409	5,211	64	10,206
do. do. 1860, ..	792	5,137	1,964	75	7,968

Statement exhibiting the quantity and value of Tobacco exported annually from the United States from 1821 to 30th June, 1860.

YEARS.	Bales.	Cases.	Hogsheads.	Value.
1821,	66,858	\$ 5,648,962
1822,	83,169	6,222,838
1823,	99,009	6,282,672
1824,	77,883	4,855,566
1825,	75,984	6,115,623
1826,	64,098	5,347,208
1827,	100,025	6,577,123
1828,	96,278	5,269,960
1829,	77,181	4,982,974
1830,	83,810	5,586,365
1831,	86,718	4,892,388
1832,	106,806	5,999,769
1833,	83,153	5,755,968
1834,	87,979	6,595,305
1835,	94,353	8,250,577
1836,	109,042	10,058,640
1837,	100,232	5,795,647
1838,	100,593	7,392,029
1839,	78,995	9,832,943
1840,	119,484	9,883,957
1841,	147,828	12,576,703
1842,	158,710	9,540,755
1843,	94,454	4,650,979
1844,	163,042	8,397,255
1845,	147,168	7,469,819
1846,	147,998	8,478,270
1847,	135,762	7,242,086
1848,	130,665	7,551,122
1849,	101,521	5,804,207
1850,	145,729	9,951,023
1851,	95,945	9,219,251
1852,	137,097	10,031,283
1853,	159,853	11,319,319
1854,	126,107	10,016,046
1855,	12,913	13,366	150,213	14,712,468
1856,	17,772	9,384	116,962	12,221,843
1857,	14,432	5,631	156,848	20,662,772
1858,	12,640	4,841	127,670	17,009,767
1859,	19,651	7,188	198,846	21,074,038
1860,	17,817	15,035	167,274	15,906,547
Total, 39 years,	95,225	55,445	4,601,292	\$ 355,181,067

THE CURRANT TRADE.

ANNUAL REVIEW FOR THE YEAR 1860.

THE importation of currants into the United States beginning to become important, it is necessary to give some information concerning its cultivation and consumption, and duties it is submitted to in foreign countries. The sea provinces of Peloponnesus, in the Corinthian Gulf, and the shores of Argolide and Messina, and the Ionian Islands, Zante and Cephalonia, are the sole countries which produce this fruit. Several landholders, considering the great increase of consumption of this article, tried to cultivate it in other parts of Greece, but they were greatly disappointed, because the first year the vine produced currants, but the second it produced grapes.

During the period that Greece was under the dominion of the Turks the cultivation of currants was very inconsiderable, and during the Greek revolution (1821—1827) the vines were destroyed by the Turks, and up to the year 1833 the cultivation of this fruit did not make any material progress. But since that year, when a law of donation of public lands to the inhabitants has been promulgated, the cultivation began to increase steadily, so that to-day the cultivation of currants in the Kingdom of Greece covers an area of land not less than 300,000 stremas.

In the years 1833—1836 the production of currants scarcely amounted to 6,000,000 @ 10,000,000 pounds. But in the year 1851 the production reached the large amount of 70,000,000 pounds. The sickness of the vines destroyed the crops of the years 1852, 1853 and 1854, so that in the year 1855 the crop amounted to 8,000,000 pounds of excellent quality, produced principally from young branches touching the soil; this experiment and the use of brimstone improved the culture, and in 1856 the crop amounted to 40,000,000 pounds. If heavy rains had not occurred during the collection of the fruit in 1857, the crop of that year would have reached 60,000,000 pounds. Without the ravages of the oidium and the weather the vines of Greece may produce annually 120,000,000 pounds; to this amount, if we add 30 @ 35,000,000 pounds capable of production in the Ionian Islands, we have an annual production of 150,000,000 pounds, which amount, if ever produced in one year, prices will certainly decline to a point not even covering the expenses of the cultivation, and in that case many of the plantations will be abandoned. For this emergency a company has been formed in the city of Patras for the promulgation of the consumption of currants by exporting them to every possible place where there is a probability of consumption, and another company went into operation for the manufacture of wine out of currants. But both these companies have failed in their endeavors to promote the interest of the cultivators of currants.

Prices.—Although Greece has the monopoly of the production of currants, prices are very irregular, being based on the quantity and quality of the crop and the general demand. During the Greek revolution currants, being exported with difficulty and paying irregular duties, were sold at prices varying from \$60 @ \$120 per 1,000 pounds. In the years

1829—1833 prices were between \$25 and \$35, owing to the poor quality of the crop. Since 1834, when the import duties in England were reduced, and up to the year 1841, prices were varying from \$50 @ \$80. In the year 1844, the import duty in England being again reduced, currants in that year sold at \$40, in 1845 at \$45, and in 1846 and 1847 at a little above \$50. About that time, the production having reached a high figure, and the consumption not being in proportion, prices fell considerably, the fruit selling in 1851 as low as \$10. That year the sickness in the vines made its appearance and prices went up again, so that in the years 1852 to 1855 from \$80 @ \$110 were paid. In 1856, the crop being more abundant, prices ranged from \$70 to \$80; in 1857 they were \$63, and in 1858—59, \$35. In 1860 prices opened at \$32 per 1,000 pounds, but drooped down to \$16, and went up again to \$25. We have no correct return of the last year's crop, but it is said to amount to 80,000,000 pounds from Greece alone. It is calculated that the price of \$25 covers all the expenses of the cultivator and even leaves a small profit.

Export.—The principal market for currants is England, where all classes eat them, and the importation there reaches, on an average, annually, 50,000,000 of pounds; and this year, on account of the reduction of duty to seven shillings per 112 lbs., it is supposed that England will consume about 80,000,000 lbs. Germany comes next to England, taking about 12 @ 18,000,000 lbs. The United States come after, having imported, for the year ending 31st March, 1861, 4,225,385 lbs. The importation of the year 1859 was nearly double that of the present one, and enough to last for the consumption of two years; but in the month of February, 1860, England having reduced the duty from 15s. 9d. to 7s. per 112 lbs., and therefore the consumption there being on the increase, several importers were induced to export to England, and about 3,000,000 lbs. were exported there, so that it is apparent that the United States cannot consume much above 4,000,000 lbs.

In Russia currants are almost unknown.

Duties.—The duty in England has been reduced from 15s. 9d. to 7s. per 112 lbs.

In Austria the duty is five florins per quintal, (say 120 lbs.,) or \$23 per 1,000 lbs.

In Holland, where two to three millions lbs. are imported annually, the duty is only \$1 83 per 1,000 lbs.

In Greece the export duty, up to 1857, was \$2 per 1,000 lbs.; in 1858 it was reduced to 83½ cents; but last year it was raised to 19 drachms, or \$3 16 per 1,000 lbs.

Importation of Currants into the United States.—About twenty-two years ago currants began to be imported into the United States, and the cheap prices prevailing for a long time made this fruit to be within the reach of all classes, and between 3,000,000 @ 4,000,000 lbs. were annually consumed, the price being about 4½ @ 5 cents per lb.; but since the year 1851, when the sickness of the vines prevailed, the prices were pushed up from 5 to 25 cents per lb., and the importation into this country was almost stopped, so that in the year 1854 we find that the importations amounted only to 219,118 lbs., which was sold at an average price of 20 cents per lb.

IMPORTATION OF CURRANTS INTO THE UNITED STATES FOR THE LAST TEN YEARS, AND THEIR VALUE AT THE PORT OF EXPORTATION.

	Pounds.	Value.
Year 1851,.....	3,249,418	\$ 133,870
" 1852,.....	4,758,008	143,343
" 1853,.....	1,039,435	40,893
" 1854,.....	219,118	23,995
" 1855,.....	1,626,070	94,389
" 1856,.....	1,468,261	127,089
" 1857,.....	2,488,912	151,418
" 1858,.....	3,965,721	342,869
" 1859,*.....	7,149,363	319,326
" 1860,.....	4,225,385	138,890
	30,189,691	\$ 1,516,082

Prices of Currants in New-York.—The prices from the year 1851 to 1853 averaged from 7 @ 10 cents per lb.; but in 1854 to 1855, after the sickness of vines in Greece, prices went up to 25 @ 30 cents, and in 1856 they went down again to 15 cents. In the years 1857 and 1858 they were selling from 6 @ 7 cents; and in 1859 and 1860, the crop being abundant, prices were as low as 4 @ 5 cents per lb.

The following table will show the ordinary prices of currants in New-York for the last ten years :

YEARS.	January.	February.	March.	April.	May.	June.
1851,.....	— @ 7 $\frac{1}{2}$	— @ 7 $\frac{1}{2}$	7 $\frac{1}{2}$ @ 7 $\frac{1}{2}$	7 $\frac{1}{2}$ @ 7 $\frac{1}{2}$	7 @ 7 $\frac{1}{2}$	6 $\frac{1}{2}$ @ 7
1852,.....	— @ 5	4 $\frac{1}{2}$ @ 5	4 $\frac{1}{2}$ @ 5	4 $\frac{1}{2}$ @ 5	4 $\frac{1}{2}$ @ 5	4 $\frac{1}{2}$ @ 5
1853,.....	9 @ 9 $\frac{1}{2}$	9 $\frac{1}{2}$ @ 10 $\frac{1}{2}$	10 @ 11	10 @ 11	10 @ 11	12 @ 12 $\frac{1}{2}$
1854,.....	20 @ 21	19 @ 21	19 @ 21	18 $\frac{1}{2}$ @ 21	18 $\frac{1}{2}$ @ 21	19 @ 21
1855,.....	15 @ 25	15 @ 25	14 @ 25	15 @ 22	15 @ 22	15 @ 25
1856,.....	12 @ 25	15 @ 25	22 @ 23	22 @ 24	22 @ 24	22 @ 23
1857,.....	18 @ —	17 @ 17 $\frac{1}{2}$	17 @ —	16 $\frac{1}{2}$ @ 17	16 @ 16 $\frac{1}{2}$	16 @ 16 $\frac{1}{2}$
1858,.....	9 @ 10	9 $\frac{1}{2}$ @ 10	9 @ 10	9 @ 10	8 @ 9	7 @ 8 $\frac{1}{2}$
1859,.....	7 @ 8	7 @ 8	5 @ 3	4 $\frac{1}{2}$ @ 5 $\frac{1}{2}$	5 $\frac{1}{2}$ @ —	5 $\frac{1}{2}$ @ 5 $\frac{1}{2}$
1860,.....	3 $\frac{1}{2}$ @ 4	4 $\frac{1}{2}$ @ 5	4 $\frac{1}{2}$ @ 5	4 $\frac{1}{2}$ @ 5	4 $\frac{1}{2}$ @ 5	4 @ 4 $\frac{1}{2}$

YEARS.	July.	August.	September.	October.	November.	December.
1851,.....	6 $\frac{1}{2}$ @ 7	6 $\frac{1}{2}$ @ 6 $\frac{1}{2}$	6 $\frac{1}{2}$ @ 7	6 @ 6 $\frac{1}{2}$	5 $\frac{1}{2}$ @ 5 $\frac{1}{2}$	5 @ 5 $\frac{1}{2}$
1852,.....	5 @ 5 $\frac{1}{2}$	5 $\frac{1}{2}$ @ 6	8 $\frac{1}{2}$ @ 9	8 @ 8 $\frac{1}{2}$	9 @ 9 $\frac{1}{2}$	9 @ 9 $\frac{1}{2}$
1853,.....	14 @ 15	15 @ 16	18 @ 19	19 @ 20	19 @ 20	18 @ 19
1854,.....	19 @ 21	25 @ —	25 @ 27	20 @ 30	20 @ 26	20 @ 25
1855,.....	15 @ 25	15 @ 25	15 @ 24	20 @ 27	20 @ 27	12 @ 25
1856,.....	20 @ 23	20 @ 23	20 @ 24	22 $\frac{1}{2}$ @ 25	22 $\frac{1}{2}$ @ 23	20 @ 21
1857,.....	12 $\frac{1}{2}$ @ 13	9 @ 10	11 @ 12	11 @ —	10 @ 12	9 @ 10 $\frac{1}{2}$
1858,.....	7 $\frac{1}{2}$ @ 9	7 $\frac{1}{2}$ @ 9	7 $\frac{1}{2}$ @ 9	5 $\frac{1}{2}$ @ 6 $\frac{1}{2}$	8 @ 8 $\frac{1}{2}$	7 $\frac{1}{2}$ @ 8 $\frac{1}{2}$
1859,.....	5 @ 5 $\frac{1}{2}$	5 $\frac{1}{2}$ @ 5 $\frac{1}{2}$	4 $\frac{1}{2}$ @ 6	7 $\frac{1}{2}$ @ 8	6 $\frac{1}{2}$ @ 6 $\frac{1}{2}$	6 @ 6 $\frac{1}{2}$
1860,.....	4 @ 4 $\frac{1}{2}$	4 @ 4 $\frac{1}{2}$	4 @ 4 $\frac{1}{2}$	4 $\frac{1}{2}$ @ 5 $\frac{1}{2}$	5 @ 5 $\frac{1}{2}$	3 $\frac{1}{2}$ @ 4 $\frac{1}{2}$

* Of this amount, 3,000,000 lbs. were exported to England.

REPORT ON THE CALIFORNIA TRADE,

FOR THE YEAR 1860.

THE year 1860 was marked with a falling off in the quantity of supplies sent from Eastern ports to California. The decrease was mainly in articles of food and in the matter of cured provisions, the experience of the past year would seem to indicate that the State will need no further supplies from abroad. Notwithstanding the diminished ventures by shippers the past year, the returns have been of the most unsatisfactory character. Early in the season the emigration to the Washoe silver district completely unsettled trade in nearly every part of the State. The traders stopped buying goods until their stocks were entirely exhausted, uncertain as to the number of their customers the excitement would carry away to the new Dorado. The consequences were, that during the first five months of the year there were fewer goods taken out of the San Francisco market than probably ever before during a similar period. A speculation on a large scale, in staple articles, initiated early in the year, and which promised to be successful, finally broke down for the lack of any demand from the country, and was productive of a double injury to the market by inducing large shipments from this side which could not be placed by invoice upon arrival or since, without submitting to large losses. The market for groceries and provisions ruled dull throughout the entire year; in the latter half there was more activity, but the San Francisco jobber and the interior trader alike bought only to supply immediate wants, and the bulk of stocks had to be carried by importers and factors.

With respect to manufactured goods, the State, with its growing population, buys more and more largely from the East every year. Importers resident at San Francisco carry on the numerous branches of trade coming under this head. They order their supplies understandingly, knowing the wants of the State, and their business, one year with another, is fairly profitable.

The following statement of the tonnage arriving at San Francisco from Atlantic ports, from 1856 to 1861, will show the extent of the imports from that quarter for a series of years. The statement exhibits—1. The number of vessels. 2. The aggregate registered tonnage. 3. Estimated tons of cargo at sixty per cent. over register. 4. Total amount of freight moneys paid in each year :

	<i>Where from.</i>	<i>No. of Vessels.</i>	<i>Registered Tonnage.</i>	<i>Tons of Cargo.</i>	<i>Amount of Freight Paid.</i>
1856.	New-York,.....	79	103,532	165,652	\$ 2,167,045
	Boston,.....	37	42,200	64,320	924,957
	Other ports,.....	7	5,602	8,963	144,867
	Total for 1856,.....	123	149,334	238,935	\$ 3,236,869
1857.	New-York,.....	61	74,402	119,043	\$ 1,309,244
	Boston,.....	28	33,802	54,083	469,798
	Philadelphia,.....	1	1,219	1,950	22,390
	Total for 1857,.....	90	109,423	175,076	\$ 1,801,432

	<i>Where from.</i>	<i>No. of Vessels.</i>	<i>Registered Tonnage.</i>	<i>Tons of Cargo.</i>	<i>Amount of Freight Paid.</i>
1858.	New-York,.....	66	77,882	124,611	\$ 1,503,955
	Boston,.....	34	32,166	51,370	607,329
	Other ports,.....	5	4,345	6,952	68,919
	Total for 1858,.....	105	114,333	182,933	\$ 2,180,203
1859.	New-York,.....	90	107,276	171,641	\$ 2,107,924
	Boston,.....	43	44,799	71,678	892,704
	Other ports,.....	8	5,001	8,002	92,582
	Total for 1859,.....	141	157,076	251,321	\$ 3,093,210
1860.	New-York,.....	76	93,240	149,184	\$ 1,777,802
	Boston,.....	30	30,661	49,057	624,396
	Other ports,.....	9	6,341	10,145	82,988
	Total for 1860,.....	115	130,242	208,386	\$ 2,485,186

RECAPITULATION.

	<i>YEARS.</i>	<i>No. of Vessels.</i>	<i>Registered Tonnage.</i>	<i>Tons of Cargo.</i>	<i>Freight.</i>
Total for	1856,.....	123	149,334	238,935	\$ 3,236,869
"	1857,.....	90	109,423	175,076	1,801,432
"	1858,.....	105	114,333	182,933	2,180,203
"	1859,.....	141	157,076	251,321	3,093,210
"	1860,.....	115	130,242	208,386	2,485,186
Grand total for five years,.....		574	660,408	1,056,651	\$ 12,796,900
Average freight per ton for 1856,.....					\$ 13 55
"	"	1857,.....			10 29
"	"	1858,.....			11 91
"	"	1859,.....			12 31
"	"	1860,.....			11 95

The average tonnage of the vessels employed in the trade between the Atlantic ports and California has, for the last six years, ranged as follows:

	<i>Tons Reg.</i>		<i>Tons Reg.</i>
1855,.....	1,133	1858,.....	1,089
1856,.....	1,214	1859,.....	1,114
1857,.....	1,215	1860,.....	1,132

DISASTERS TO THE FLEET IN 1860.

The year 1860 was an unusually prosperous one to the fleet; twelve vessels were obliged to touch at way ports, but they were mostly small craft. Only one vessel, the bark Baltic, was lost; she was from Alexandria, with a cargo of coal, and was abandoned at sea December 17th. During the preceding year six ships, one coal laden, and the rest with valuable assorted cargoes, were totally lost. The steamship Granada, of New-York, was lost on the 13th October, in the harbor of San Francisco, near Fort Point, through the culpable negligence of the pilot.

THE CALIFORNIA PASSAGE.

The year 1860 was signalized by the quickest passage ever made between New-York and San Francisco. The medium clipper Andrew Jackson, 1,679 tons, sailed from here in the last of December, and arrived out in eighty-nine days. The quickest time previously made was by the celebrated extreme clipper Flying Cloud, in eighty-nine days and six hours. The average length of passage in 1860 from New-York and Boston to San Francisco was, from the former port, somewhat shorter than during the two preceding years. From Boston, the average has scarcely varied for six years. The following is a statement of the average and the shortest passages in six years :

YEARS.	FROM NEW-YORK.		YEARS.	FROM BOSTON.	
	Average passage. Days.	Shortest passage. Days.		Average passage. Days.	Shortest passage. Days.
1855,.....	124½	.. —	1855,.....	137½	.. —
1856,.....	128	.. 94	1856,.....	131	.. 106
1857,.....	131	.. 91	1857,.....	126	.. 104
1858,.....	134	.. 101	1858,.....	136	.. 107
1859,.....	139½	.. 102	1859,.....	140½	.. 112
1860,.....	133½	.. 89	1860,.....	142	.. 97

STEAM COMMUNICATION *via* PANAMA.

The California mails, passengers and treasure, *via* Panama, have been carried, since the 5th March, by the steamers of C. VANDERBILT and associates on this side, and those of the Pacific Mail Company on the Pacific; these two companies, which had been running opposition previously, consolidating their interests at that date, a change was made immediately thereafter in the number of steamers run; instead of two semi-monthly, three were despatched, the dates of sailing being the 1st, 11th and 21st of each month. The rates of fare were also judiciously reduced, and the beneficial effects to the State are seen in a larger increase of population by seaward arrivals than in any preceding year since 1855. The bold experiment was made early in the year of shipping butter from this market to San Francisco by this route. It proved entirely successful, the butter arriving out in short of forty days, in every way superior condition to that sent *via* Cape Horn. The consequence is, that the latter route for transport of this article has been entirely abandoned. Large amounts of valuable light goods are sent by the Isthmus; the total value of the shipments per steamers in 1860, according to the Custom-House records, was but little short of eight millions of dollars.

The following figures exhibit the passenger movement of the port of San Francisco since 1856 :

	ARRIVALS.	1857.	1858.	1859.	1860.
From Panama,.....	17,637	..	.....	26,907	.. 20,092
" other countries,.....	6,963	..	40,739	.. 11,276	.. 10,619
Total arrivals,.....	24,600	..	40,739	.. 38,183	.. 30,711
	DEPARTURES.				
For Panama,.....	12,367	..	27,994	.. 19,030	.. 10,084
" other countries,.....	4,584	..	.....	.. 5,751	.. 4,492
Total departures,.....	16,951	..	27,994	.. 24,781	.. 14,576

It will be understood that nearly all the passengers, *via* Panama, were emigrating from or returning to the Atlantic States. The total gain to California, by seaward arrivals, during the five years ending with 1860, amounted to 55,293 souls.

FREIGHTS TO CALIFORNIA FROM NEW-YORK.

Date.	Dry Goods, per foot.	Groceries, Liquors, &c.	Date.	Dry Goods, per foot.	Groceries, Liquors, &c.
1857.			1859.		
January,.....	25 @ 30	25 @ 30	January,.....	27½ @ 35	27½ @ 32½
February,.....	25 @ ..	22½ @ 25	February,.....	27½ @ 35	27½ @ 32½
March,.....	25 @ ..	22½ @ 25	March,.....	27½ @ 35	27½ @ 32½
April,.....	25 @ ..	22½ @ 25	April,.....	30 @ 35	30 @ 32½
May,.....	25 @ 27½	25 @ 27½	May,.....	27½ @ 32½	27½ @ 30
June,.....	22½ @ 25	22½ @ 25	June,.....	25 @ 32½	25 @ 30
July,.....	23½ @ 25	22½ @ 25	July,.....	22½ @ 32½	22½ @ 30
August,.....	25 @ ..	22½ @ 25	August,.....	25 @ 30	25 @ 27½
September,.....	25 @ ..	22½ @ 25	September,.....	25 @ 30	25 @ 27½
October,.....	22½ @ 25	22½ @ 25	October,.....	25 @ 32½	25 @ 30
November,.....	25 @ ..	22½ @ 25	November,.....	25 @ 35	25 @ 32½
December,.....	27½ @ 30	27½ @ 30	December,.....	27½ @ 32½	27½ @ 30
1858.			1860.		
January,.....	30 @ 35	30 @ 35	January,.....	27½ @ 32½	27½ @ 30
February,.....	32½ @ 35	32½ @ 35	February,.....	30 @ 32½	27½ @ 30
March,.....	27½ @ 30	27½ @ 30	March,.....	27½ @ 32½	25 @ 30
April,.....	30 @ ..	30 @ ..	April,.....	30 @ 35	27½ @ 32½
May,.....	30 @ ..	30 @ ..	May,.....	25 @ 32½	25 @ 30
June,.....	30 @ 32½	30 @ 32½	June,.....	25 @ 32½	25 @ 30
July,.....	30 @ ..	30 @ ..	July,.....	27½ @ 30	27½ @ ..
August,.....	32½ @ 35	32½ @ 35	August,.....	27½ @ 32½	25 @ 30
September,.....	30 @ ..	30 @ ..	September,.....	30 @ 35	27½ @ 32½
October,.....	30 @ ..	30 @ ..	October,.....	30 @ 35	27½ @ 32½
November,.....	27½ @ 35	27½ @ 35	November,.....	32½ @ 37½	30 @ 32½
December,.....	30 @ 35	30 @ 35	December,.....	30 @ 35	30 @ 32½

THE EXPORTS OF CALIFORNIA.

Notwithstanding the Washoe silver excitement leading away many miners from their gold claims, in the first part of 1860, the yield of gold, the great staple product of California, seems to have suffered no diminution. It is true that the exports of treasure from San Francisco in 1860, as compared with those of 1859, show a decrease of \$5,315,000, but this is no evidence, as might hastily be supposed, of a diminished product. The export of gold is simply the standard of the obligations of the State abroad, and not of the productiveness of the mines. According to the records at San Francisco of the receipts from the interior (exclusive of what is brought by private hands) and the exports abroad, it

would appear that the product of the mines in 1860 exceeded the average of the two preceding years. The following figures will show this:

	1858.	1859.	1860.
Receipts from interior,.....	\$ 40,023,420	.. \$ 46,873,159	.. \$ 45,211,693
Imports from abroad,.....	2,368,753	.. 2,516,152	.. 1,809,061
Total,.....	\$ 42,392,173	.. \$ 49,389,311	.. \$ 47,020,754
Exports,.....	47,548,025	.. 47,640,462	.. 42,325,916
Loss for the year,.....	\$ 5,155,852	.. ..	.. ..
Gain for the year,.....	.....	.. \$ 1,748,849	.. \$ 4,694,838

As remarked elsewhere in this article, the State has, during the past year, produced all the cured meats needed for its own consumption; owing also to increased home production, the imports of Eastern lard and butter (two great staples) have fallen off fifty per cent. Add to this the fact that the exports other than treasure in 1860 exceeded those of 1859 by \$3,000,000, and there is ample explanation why upwards of five millions of gold were retained in the State in 1860 more than in the preceding year.

Considerable progress was made in 1860 in developing the silver mines in Western Utah, commonly known as the "Washoe Mines." At the close of the year twenty quartz mills for crushing the ore, and about as many saw mills were completed or in course of erection. Their cost, owing to the fact that the machinery had to be transported across the Sierra Nevada Mountains, was about double that of similar works in California. The price charged by the owners of these quartz mills for crushing and amalgamating ores ranges from \$25 to \$50 per ton. In California the price for the same work, in all the principal districts, is \$4 to \$5 per ton, at which rates it is a profitable business. An idea of the value of the leads of Western Utah, as compared with the generality of quartz leads in California, may be drawn from the fact that they can pay the enormous rate there charged for reducing them, while the average yield of the quartz leads of Grass Valley, the oldest and one of the richest districts in California, is only \$20 per ton, and from this all the expenses of getting out the rock and reducing it have to be deducted. Up to the close of the year but little had been done at Washoe in the way of reducing ores on the spot. But a number of the mining companies had been busily engaged in getting out ore, and had accumulated from a few hundred to two thousand tons each ready for crushing. Of the ores taken out those found to yield, by assay, over \$300 per ton, have been sent to San Francisco, (at a cost of \$120 per ton and upwards for freight,) and mostly shipped thence to Europe. The exports of silver ore, during the year 1860, according to the San Francisco Custom-House records, were of the value of \$416,613. This is, however, no guide as to what the ores yielded. In addition to the ores exported, several hundred tons have been smelted at two establishments in San Francisco, yielding about \$150,000. When it is considered that the Washoe mining district was a howling wilderness at the commencement of 1860, and that every necessary of life, even the material for habitations, had to be transported across the Sierra Nevada on the backs of mules, it must be conceded that vast progress has been made in opening the mines, and without doubt their product this year will ascend to millions.

Although the injunction of the United States government restraining the owners of the New-Almaden quicksilver mine from working it was not removed until the commencement of 1861, still the quantity of that metal exported in 1860 again rose to some importance. Three other mines were industriously worked under the impulse of an active demand both for home and foreign consumption. The following figures show the yield of these three mines during the year:

	<i>New-Idria.</i>	<i>Enriquita.</i>	<i>Gaudaloupe.</i>
Yield in 1860,.....	4,618 flasks.	6,816 flasks.	2,675 flasks.

The ruling prices during the year was 60 cents for home consumption and 50 cents for export.

The exports of agricultural produce from the State figure largely over those of any former year. Breadstuffs increased 100 per cent.; wool, 36 per cent., and hides 30 per cent.

The following are tabular statements of the exports of leading California products for several years past:

EXPORTS OF TREASURE.

Statement of the Amounts and Destination of Treasure Exported from San Francisco, during the year 1860.

	To New-York.	Exported to—
In January,.....	\$ 3,360,296 25	New-York,..... \$ 35,661,500 37
" February,.....	3,126,183 77	New-Orleans,..... 57,795 93
" March,.....	2,177,395 67	England,..... 2,672,936 20
" April,.....	2,692,728 88	China,..... 3,374,680 27
" May,.....	2,905,028 40	Japan,..... 94,200 00
" June,.....	3,709,755 01	Manilla,..... 75,659 94
" July,.....	1,969,435 05	Panama,..... 300,819 00
" August,.....	2,502,070 47	Sandwich Islands,..... 40,679 57
" September,.....	3,157,303 59	Mexico,..... 19,400 00
" October,.....	2,958,784 19	Costa Rica,..... 3,145 00
" November,.....	2,982,704 78	Vancouver Island,..... 25,100 00
" December,.....	4,119,814 31	
Total,.....	\$ 35,661,500 37	Total,..... \$ 42,325,916 28

Table exhibiting the Shipments of Treasure from San Francisco to the 31st December, 1860, to all quarters, and also to New-York; the Receipts of Gold at the United States Mint and Branches, and the estimated yield of the Mines of California, since 1848.

YEAR.	Shipments to all quarters, as manifested.	Shipments to New-York.	Receipts at Mint and Branches.	Estimated yield of California
1848,.....	.. .. .	.. .. .	.. .. .	\$ 60,000
1849,.....	\$ 4,921,250 ..	.. .. .	\$ 5,232,249 ..	8,000,000
1850,.....	27,676,346 ..	.. .. .	28,206,226 ..	33,000,000
1851,.....	45,582,695 ..	.. .. .	57,138,980 ..	55,000,000
1852,.....	46,586,134 ..	.. .. .	51,470,675 ..	57,000,000
1853,.....	57,331,024 ..	47,916,448 ..	62,838,395 ..	69,000,000
1854,.....	51,328,653 ..	46,289,649 ..	46,719,083 ..	64,000,000
1855,.....	43,080,211 ..	38,730,564 ..	47,419,945 ..	65,000,000
1856,.....	48,887,543 ..	39,765,294 ..	56,379,901 ..	70,000,000
1857,.....	48,592,743 ..	35,287,778 ..	55,217,843 ..	70,000,000
1858,.....	47,548,025 ..	35,578,236 ..	51,494,311 ..	70,000,000
1859,.....	47,640,463 ..	39,831,937 ..	52,000,000 ..	70,000,000
1860,.....	42,325,916 ..	35,661,500 ..	27,087,919 ..	70,000,000

EXPORTS OF QUICKSILVER.

Years.	To New-York. Flasks.	To other Countries. Flasks.	Years.	To New-York. Flasks.	To other Countries. Flasks.
1853,.....	..	18,800	1858,.....	3,559 ..	20,573
1854,.....	..	20,963	1859,.....	250 ..	3,149
1855,.....	..	27,165	1860,.....	400 ..	8,948
1856,.....	1,500	22,240			
1857,.....	8,374	18,888	Total,.....	14,083	140,726

From the above it appears that the total amount of quicksilver exported from the State during the past eight years was 154,809 flasks; there was consumed within the State, during the same period, 16,000 flasks, making a total production (almost entirely from the New-Almaden mine) of 170,809 flasks of 75 lbs. each. The price ranged from 1853 to 1860 from 75c. to 50c. per lb.

Table of Exports of leading articles of California Produce to New-York for the last five years.

ARTICLES.	1856.	1857.	1858.	1859.	1860.
Barley,.....84 lb. sacks,	....	97,675	51,103	97,947	16,510
Hides,.....number,	132,032	170,447	142,399	151,364	200,116
Quicksilver,.....flasks,	2,414	8,374	3,559	250	400
Skins,.....bales,	1,506	798	876	975	939
".....number,	9,313	26,363	3,812	....	2,874
Salmon,.....bbls.,	256	212	906	250	1,112
Tallow,.....packages,	3	826	194	888	518
Wool,.....lbs.,	600,000	1,100,000	1,428,351	2,378,250	2,981,000
Wheat,.....100 lb. sacks,	....	....	....	12,054	203,528

Exhibit of the Exports of a few leading articles of California Produce to all countries in 1860.

Barley,.....84 lb. sacks,	136,916	Oats,.....55 lb. bags,	76,590
Beans,.....50 " "	1,897	Potatoes,.....110 " "	34,161
Flour,.....bbls.,	121,688	Skins,.....packages,	580
Hides,.....number,	200,116	Tallow,....."	2,181
Hay,.....bales,	9,637	Wheat,.....100 lb. sacks,	1,135,098
Lumber,.....M. feet,	3,976	Wool,.....pounds,	3,060,000

The value of the exports of California, other than treasure, during the last five years, has been as follows :

1856,.....	\$ 4,270,260	1859,.....	\$ 5,533,411
1857,.....	4,369,758	1860,.....	8,532,489
1858,.....	4,770,163		

DRY GOODS TRADE OF NEW-YORK,

FOR THE YEAR 1860.

From the U. S. Economist and Dry Goods Reporter.

ON pp. 154—156 our readers will find a detailed statement of the imports of dry goods at the port of New-York for the closing year, as compared with the years 1857, 1858 and 1859. The following table shows the comparative receipts for the last twelve years :

IMPORTS OF DRY GOODS INTO THE UNITED STATES.

	Woollens.	Cottons.	Silks.	Flax.	Miscellaneous.	Total.
1849,.....	\$ 11,988,279 ..	\$ 6,519,972 ..	\$ 15,295,753 ..	\$ 4,756,561 ..	\$ 3,959,210 ..	\$ 45,514,775
1850,.....	16,565,016 ..	11,088,595 ..	20,281,034 ..	7,562,941 ..	2,282,487 ..	58,829,828
1851,.....	15,252,028 ..	11,027,938 ..	23,486,456 ..	6,749,818 ..	4,110,168 ..	60,626,400
1852,.....	16,172,991 ..	11,389,858 ..	22,944,503 ..	7,108,887 ..	4,644,017 ..	62,304,261
1853,.....	28,204,146 ..	16,808,358 ..	84,128,519 ..	8,790,185 ..	5,766,964 ..	98,499,086
1854,.....	21,884,846 ..	15,610,143 ..	27,599,393 ..	7,258,052 ..	5,805,939 ..	78,157,878
1855,.....	19,157,015 ..	11,274,221 ..	28,478,460 ..	6,924,635 ..	5,968,365 ..	66,802,697
1856,.....	26,185,825 ..	10,901,185 ..	28,780,519 ..	8,772,322 ..	7,208,592 ..	88,927,458
1857,.....	24,988,408 ..	17,480,962 ..	27,691,987 ..	6,938,737 ..	6,676,856 ..	82,676,528
1858,.....	21,124,303 ..	18,567,943 ..	20,881,786 ..	7,008,686 ..	4,914,523 ..	69,093,765
1859,.....	87,829,041 ..	27,781,264 ..	88,682,647 ..	11,120,484 ..	6,266,052 ..	112,970,944
1860,.....	34,532,922 ..	17,721,725 ..	84,988,710 ..	7,914,152 ..	6,574,497 ..	101,880,406

It will be observed, from the above statement, that the whole importation of dry goods at this port for the past year amounts to \$101,880,406. The amount, though considerable, is yet less than that of 1859 by \$11,090,538, a decrease of about ten per cent. The only other year approaching this sum is 1853, when the receipts reached the then extraordinary figure of \$93,500,000. It does not appear that the importation has been in excess of the wants of the country. Judging from the fact that during both the spring and fall seasons importers have been enabled to clear out their stocks quite satisfactorily, and that the general result of the year's business has been favorable, we should conclude that a hundred million dollars worth of dry goods may be safely imported yearly, when the general trade of the country is in a wholesome condition. On comparing the amounts of the several kinds of manufactures with the corresponding items of previous years, some important fluctuations will be observed.

Manufactures of wool have not varied very materially from 1859, there having been a decrease under that head of \$2,796,119, which is about a due proportion of the total decrease on all kinds of goods. In cotton goods, however, there has been a very significant decrease. In 1859 the receipts were \$27,781,264; this year they have been \$17,721,725; showing a falling off of \$10,059,539, or thirty-five per cent. This is a very important fluctuation, and would seem to be attributable less to the competition of domestic goods than the reaction of an excessive supply during last year. Large as is the decrease compared with 1859, yet the importation has been larger than during any other former year. In 1857 nearly an equal amount was imported; in 1856 the receipts were less

by \$6,800,000; and in 1855 by \$6,400,000; so that the importation for this year even exceeds an average.

Silk manufactures show an increase on last year, although that was one of the largest years in the annals of the trade. The four years of largest importations of silk goods since 1849 have been as follows:

1853,	\$ 34,128,519
1856,	28,730,519
1859,	33,682,647
1860,	34,988,710

The receipts of last year, therefore, exceeded those of all former periods. Few have been prepared to expect such a fact; for the heavy losses made on silk goods, of almost every class, in 1859, had produced an impression that a considerable reaction would appear this year. Thirty-five million dollars worth of silk goods is certainly an enormous value for one year's consumption; yet it appears to be no more than the people are prepared to buy, for the close of the season finds importers with a lighter balance than they have held for several seasons. The fact that thirty-five per cent. of the entire value of dry goods imported consists of silk fabrics affords some idea of the freedom with which our population spend their money on costly articles of dress; perhaps no other country in the world can show such a proportion of silk goods in its consumption of textile fabrics.

The importation of flax goods has been about equal to the average of late years, though much below that of 1859. Last year the receipts were \$11,120,484; this year they have been \$7,914,152—showing a decrease of \$3,206,332, or about twenty-seven per cent. When it is considered that last year's imports were nearly twenty-five per cent. in excess of those of any former year, it is apparent enough that such a balance of goods must have been brought over into the present year as to materially limit the requirements of the past twelve months.

REVIEW OF THE FOREIGN DRY GOODS TRADE OF NEW-YORK.

The year 1860 has been one of varied fortunes with the dry goods importer. The spring business was generally unsatisfactory in its results, whilst that of the fall has been equally favorable; although there appears to have been no sufficient cause why the former should not have been as satisfactory as the latter season. The experience of the spring trade shows how easily our importers may lose a few million dollars by bad management; and that of the fall how great control over the value of their property they actually possess. The spring importation happened to be received earlier than usual, which naturally raised an expectation early in the season that the market would be heavily stocked. On the 1st of January a larger amount of stock was in bond than is usually held at that period; during that month the receipts continued to increase on the previous year's until, at the beginning of February, the imports showed an excess over January of 1859 amounting to \$1,200,000; during February, also, the increase was maintained, so that the customs returns for the two months exhibited an aggregate gain on the same period of 1859 amounting to \$3,360,000, or about fifteen per cent. This was the bugbear of the market. Importers took fright at the figures, and

losing all hope of their being reduced during succeeding weeks, they also lost confidence in their property, and threw themselves on the tender mercies of buyers, which of course proved to be "cruel." Buying commenced late, owing to the vacillation of holders respecting prices, and, being late, was consequently of a character unsatisfactory to the sellers. After the beginning of March, however, the receipts began to decline, and continued to do so steadily until at the beginning of May the imports for the four months showed a slight decrease on the same period of 1859. This, of course, was too late to effect any material recovery in the tone of trade. During the mean time goods had been selling very heavily, and in many instances at ruinous prices. Jobbers, perceiving the fears of importers, were determined in bringing them to the auction room, which they effected without much difficulty, so that the public sales were unusually early, and large almost beyond precedent.

Dress goods, shawls, and silks especially, were crowded rapidly upon the market, and buyers finding they were to have prices according to their own ordering, took advantage of the occasion, and bought the major portion of their supplies at a heavy discount from the cost of importation. Probably not less than \$25,000,000 of various kinds of goods was sold at auction, at an average loss of from 15 @ 20 per cent., making a total loss to the importers of not less than four million dollars. It was generally acknowledged by the trade that this ruinous procedure was very largely attributable to the unwise haste of sellers in resorting to public sale. Had a little more firmness been shown by holders, they could with perfect ease have made from 15 @ 20 per cent. more on their sales. There was nothing whatever in the state of the general trade of the country to shake the confidence of the market. The Southern jobbers commenced the season with heavy purchases, and good expectations were cherished respecting the West; whilst every other section of the country was in a fine condition for buying. In the prospect of the demand there was everything to encourage holders; but because they had chanced to stock themselves a month earlier than usual, they threw overboard all their chances, and squandered their capital where they might have increased it. It is a most unfortunate circumstance that the importer should have so little control over the value of his property. It may be that, from the peculiarities of the market, the importers could not have acted otherwise than as they did in the case in question; it must be admitted, however, that if they are surrounded by such sensitive influences as render it dangerous to make a liberal importation, the only wise policy for each merchant is to carefully keep within the strictest moderation in making his importation.

The lessons suggested by the experience of the spring trade are—that the market is peculiarly subject to the control of sensations; that a great sensation may be created out of very trivial causes; that holders of goods are themselves the first to yield to an unfounded sensation, instead of being the last; that sensations tend to the auction room; and that auctions, under such circumstances, are disastrous to the importer.

These costly lessons of the spring business appear not to have been lost upon the importing interest, for the course of the fall trade has presented a perfect contrast in these points to that of the spring. The early importation was moderate, so that the season opened with stocks as light as in spring they were heavy. On the 1st of August the imports of fall

goods were \$6,000,000 less than for the same period of 1859, and this decrease upon the last year was steadily maintained up to the close of the season. The result was that business opened with a firm tone and an active movement. Jobbers came early into the market, and importers sold a large portion of their stock during the early weeks at excellent profits. They were as late in their resort to public sale as in the spring they had been premature, and no general break down in prices was experienced throughout the season. The auctions commenced about a month later than usual, and the offerings being unfrequent and in many cases light, a scale of prices was sustained throughout quite equal to those of private sales. About the middle of the season the receipts of French worsted goods increased considerably, owing to the abolition of the export bounty on cotton and woollen fabrics by the French government; and this, causing a surplus of such stock to be offered at auction, produced a partial depreciation of its value. With that exception, however, the value of property at public sale was as good at the close of the season as at its commencement. These facts show the inspiring tendency of a moderate importation.

The general failure of the Southern demand appeared to have little effect on the feeling of the market, although the volume of trade with that section did not amount to more than one-half of its usual extent—still further showing the sustaining tendency of a safe importation. It is also worthy of note, as showing the importance of a moderate aggregate of imports, that a certain class of goods have made handsome profits through the season, although the amount has been beyond all precedent. The receipts of silks for the fall of 1859 were unusually heavy, causing importers to lose all confidence in such goods and sacrifice upon them very heavily. The importation of silk manufactures for the present fall have been, however, over two million dollars, or eleven per cent. larger than last year; and yet, strange to say, silks have been the most desirable property of the season, and have sold down to a very low balance, excepting certain *passé* styles brought over from 1859. This difference between the results of the two seasons is not to be accounted for by the existence of any better demand this fall than last, especially considering that the South, which takes so many silks, has bought very sparingly this season; it is undoubtedly the result of the moderation of the aggregate importation having given confidence to holders generally.

It will be seen from the above statement that the total importation for the twelve months is \$101,880,406, against \$112,970,944 for 1859.

THE TOTAL ENTRIES AT THE PORT FOR	1859.	1860.
The first six months were.....	\$ 57,257,530	\$ 50,595,474
The second six months were	55,713,414	51,284,932
	<u>\$ 112,970,944</u>	<u>\$ 101,880,406</u>

The general result of the year's business has not been such as to add materially to the capital of importers. The fall trade has been almost without exception satisfactory; but it is doubtful whether its profits have been sufficient to cover the losses made during the spring.

The panic consequent on the political crisis came too late to affect seriously the general result of the fall trade. The balance of stock on hand at the beginning of November was quite light, which enabled im-

porters to hold their property at about the same prices as were obtained earlier in the season.

The woollen trade was generally unsatisfactory during the spring months. The clothing houses bought sparingly throughout the season, providing only for immediate wants; whilst the jobbers, having imported on their own account more freely than usual, wanted but little from the regular importers. The importation of fancy cassimeres was especially abundant, large amounts having been sold from samples previous to arrivals. Low and medium grades sold at very low rates, and in order to be pushed off had to be sold on terms much beyond the usual date. Fine French styles, however, were in fair demand throughout the season, and generally brought good prices. The general result of the season's trade in cassimeres showed that our own manufacturers are gaining very rapidly upon foreign goods in the estimation of buyers, and the probability is that their spring experience has taught importers that they must look to the further exclusion of foreign styles from the market. Some exception to these remarks should be made in the case of silk mixtures, in which the German fabricants undoubtedly excel our own, both as respects the make, color and price of the goods. The importation of German cloths and doeskins was very considerable, which caused holders to press their stock on buyers to the ruin of prices; and the consequence was, that although the demand throughout the season was steady, yet prices were in many cases below cost.

The experience of the fall business has been in contrast with that of the spring. Importers began the season with moderate stocks, and the jobbers, having been induced by the adverse result of their spring importations to buy less direct than then, were early in the market, giving a good tone to the beginning transactions. Prices opened at fair rates, and have been sustained throughout the season, having in some cases advanced. The trade in British woollens, though somewhat better than for the same period of last year, has not been generally satisfactory. The lower grades of coatings, which have hitherto been chiefly supplied from the West Riding of Yorkshire, are now being largely produced by our own manufacturers, whose goods are preferred by many clothiers in consequence of their reputed superior strength and honesty. As the season advanced, and finer grades came more into demand, there was an improved request for beavers, pilots, &c., of British make, but even then importers were not able to make much profit on their transactions. The importation of sealskins and mohairs was considerable, and the demand for them good through the season; but prices were generally below those of the previous fall, though sufficient to leave a fair profit. German tricots, beavers and heavy cloths have sold well since the middle of the season, the demand from the cloaking trade having been well sustained. The year closes with a light stock of foreign woollens generally. We apprehend that importers have been taught a lesson of caution to be exercised in their future importations of goods competing with American styles. The following are the comparative importations of woollen manufactures for the years 1858, 1859 and 1860:

1858.		1859.		1860.
\$ 18,73,6075	....	\$ 37,329,041	....	\$ 34,532,922

FOREIGN DRY GOODS TRADE OF NEW-YORK.

From the U. S. Economist and Dry Goods Reporter.

VALUE OF FOREIGN DRY GOODS ENTERED FOR CONSUMPTION AT THE PORT OF NEW-YORK DURING THE YEARS 1857, 1858, 1859 AND 1860.

Dry Goods Trade.

MONTHS.	MANUFACTURES OF WOOL.				MANUFACTURES OF COTTON.				MANUFACTURES OF SILK.			
	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.
January,.....	\$2,177,882	\$336,153	\$2,290,857	\$2,442,249	\$2,449,184	\$388,621	\$3,061,040	\$2,406,778	\$3,964,953	\$593,080	\$3,071,082	\$4,554,648
February,.....	2,362,858	1,043,010	2,559,022	3,719,387	3,457,673	1,128,149	2,570,029	2,680,636	3,402,281	1,631,268	3,358,547	5,004,487
March,.....	1,305,929	1,070,923	3,300,832	2,718,762	1,318,388	881,079	2,546,372	1,628,745	2,124,550	2,028,145	2,729,037	2,597,983
April,.....	1,292,225	584,216	2,391,302	1,581,097	1,439,639	512,671	1,668,878	687,423	1,520,543	722,704	2,345,015	1,356,623
May,.....	357,788	777,719	2,514,299	1,901,549	400,579	507,070	1,268,698	661,329	369,272	662,449	1,440,232	1,422,900
June,.....	166,982	1,163,790	3,251,242	1,640,773	192,328	407,672	1,773,100	670,849	120,118	1,027,537	2,573,926	1,816,943
July,.....	6,153,630	3,110,483	4,911,303	4,700,030	2,456,703	1,198,971	2,961,195	1,504,437	5,398,241	2,516,772	5,095,323	4,426,960
August,.....	3,643,502	4,312,916	5,250,619	5,295,056	1,297,361	1,789,745	2,154,909	1,607,259	3,619,076	3,526,725	4,864,855	5,329,700
September,.....	1,696,756	1,910,232	2,005,381	2,431,129	1,010,655	881,692	832,065	746,431	1,535,638	2,077,643	1,998,329	2,083,271
October,.....	278,922	1,008,686	1,421,850	1,452,145	130,442	529,125	774,620	482,349	171,626	1,364,921	1,155,513	1,789,298
November,.....	144,604	694,251	1,830,208	1,465,422	65,988	397,054	939,067	443,431	58,441	675,034	1,406,922	1,441,427
December,.....	147,305	1,449,920	2,063,605	702,980	250,106	1,451,797	1,851,515	343,149	109,962	1,393,672	2,428,619	771,404
Total,.....	19,728,188	16,463,299	33,691,020	30,050,579	14,469,046	10,068,646	22,431,488	13,867,416	22,481,651	17,099,931	32,467,460	32,525,604

MONTHS.	MANUFACTURES OF FLAX.				MISCELLANEOUS.				TOTAL.			
	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.
January,.....	\$904,019	\$183,388	\$1,035,455	\$735,256	\$960,761	\$160,681	\$569,296	\$480,340	10,456,749	\$1,596,923	\$10,027,730	10,619,271
February,.....	1,146,547	858,950	956,645	1,004,431	947,115	342,942	739,409	695,839	11,316,224	4,514,319	10,188,652	13,104,780
March,.....	497,409	861,287	1,119,172	844,030	707,600	352,779	588,420	529,953	5,953,876	4,694,818	10,178,833	8,319,423
April,.....	569,163	299,784	814,360	432,832	543,193	191,644	464,360	225,875	5,364,813	3,251,019	7,684,363	4,213,555
May,.....	102,221	212,915	709,901	414,364	124,596	140,876	251,864	292,099	1,354,456	2,301,029	6,184,994	4,692,241
June,.....	40,509	183,092	685,016	274,791	68,840	166,256	193,544	356,792	588,777	2,948,337	8,416,888	4,760,158
July,.....	947,985	627,050	1,156,373	421,291	1,069,192	466,023	510,912	740,867	16,025,754	7,919,299	14,635,606	11,793,585
August,.....	566,026	839,921	997,540	757,000	694,871	614,826	932,431	980,597	9,820,836	11,084,133	14,000,354	13,969,612
September,.....	420,464	494,768	614,930	544,315	405,016	301,912	518,268	512,969	5,068,519	5,576,247	5,990,973	6,268,115
October,.....	87,374	415,830	625,588	415,214	103,649	226,528	241,175	474,404	772,023	3,545,090	4,218,996	4,613,410
November,.....	71,150	279,432	674,649	405,283	70,364	197,616	367,220	435,265	437,547	2,243,387	5,128,066	4,195,823
December,.....	69,064	746,540	738,248	166,538	94,652	391,926	335,696	187,265	781,089	5,373,855	7,462,683	2,171,936
Total,.....	5,421,934	4,853,057	10,173,172	6,415,345	5,789,869	3,564,009	5,647,595	5,912,265	67,890,663	54,047,951	104,202,138	88,721,609

VALUE OF FOREIGN DRY GOODS WITHDRAWN FROM WAREHOUSE DURING THE SAME PERIOD.

MONTHS.	MANUFACTURES OF WOOL.				MANUFACTURES OF COTTON.				MANUFACTURES OF SILK.			
	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.
January,.....	\$ 189,805	\$ 414,023	\$ 196,123	\$ 252,225	\$ 581,305	\$ 594,622	\$ 404,310	\$ 575,227	\$ 324,686	\$ 616,369	\$ 126,117	\$ 331,376
February,.....	214,038	497,543	174,617	254,256	598,144	865,250	357,320	465,690	269,274	722,697	156,965	219,243
March,.....	217,535	552,770	165,657	259,623	378,284	779,075	192,028	336,788	270,066	550,331	66,119	106,418
April,.....	168,384	288,775	130,156	223,577	124,526	296,142	40,881	162,159	151,287	188,442	30,722	55,834
May,.....	173,168	227,533	83,070	143,628	74,142	174,548	27,175	78,664	142,422	147,293	10,635	98,051
June,.....	86,016	218,504	87,544	115,300	48,479	105,722	41,497	43,179	42,963	164,492	49,581	91,761
July,.....	2,298,839	456,073	441,207	488,655	559,887	148,404	57,071	175,232	1,888,006	215,881	136,717	133,646
August,.....	1,001,855	911,951	989,517	677,418	263,788	204,568	188,039	250,799	628,167	305,353	142,475	252,343
September,.....	441,131	484,900	317,469	451,803	130,728	123,765	96,581	161,113	193,865	178,458	76,672	134,334
October,.....	63,809	300,980	147,508	198,458	18,787	64,094	57,924	51,308	31,660	54,498	28,843	38,677
November,.....	117,098	159,762	123,855	100,809	51,769	63,557	43,090	40,219	111,508	51,159	47,650	42,338
December,.....	233,542	148,190	90,736	49,507	181,727	94,550	62,707	44,409	206,432	86,532	60,967	17,882
Total,.....	5,210,220	4,661,004	2,940,019	3,245,259	3,011,516	3,499,297	1,588,623	2,374,427	4,210,336	3,281,805	933,463	1,522,398
Add entered for consumption,.....	19,728,188	16,463,299	33,691,020	30,050,579	14,469,046	10,068,646	22,431,488	13,867,416	22,481,651	17,099,931	32,467,460	32,525,004
Total thrown upon the market,....	24,938,408	21,124,303	36,631,039	33,295,838	17,480,562	13,567,943	24,020,111	16,241,843	26,691,987	20,381,736	33,400,923	34,048,002

MONTHS.	MANUFACTURES OF FLAX.				MISCELLANEOUS.				TOTAL.			
	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.
January,.....	\$ 161,298	\$ 325,455	\$ 175,573	\$ 146,615	\$ 95,010	\$ 161,681	\$ 56,592	\$ 76,584	\$ 1,352,099	\$ 2,112,150	\$ 958,715	\$ 1,381,827
February,.....	185,897	393,729	177,323	123,332	69,826	227,937	70,580	85,225	1,387,179	2,707,156	936,810	1,177,746
March,.....	170,564	301,285	122,261	91,029	103,805	223,655	62,536	72,803	1,140,254	2,412,116	601,631	866,656
April,.....	139,531	165,205	41,081	57,806	57,205	141,547	14,339	80,830	640,931	1,080,111	257,179	580,206
May,.....	51,448	151,298	46,516	50,782	16,311	33,367	11,025	42,461	457,491	733,936	178,421	413,586
June,.....	37,267	118,542	56,496	27,828	12,294	60,119	15,954	19,893	327,019	665,399	251,072	297,961
July,.....	355,981	114,473	37,679	40,700	233,564	106,953	40,124	14,924	5,289,277	1,041,784	712,738	833,137
August,.....	191,500	202,568	113,755	114,279	49,366	82,816	42,720	57,012	2,134,626	1,707,256	1,476,506	1,352,351
September,.....	112,155	121,410	109,614	76,925	81,462	111,745	40,596	51,458	959,341	1,025,276	640,932	845,633
October,.....	3,759	72,534	38,240	43,081	24,533	75,730	29,516	10,599	142,598	567,836	302,031	351,123
November,.....	24,942	98,795	74,563	29,094	30,788	79,063	53,693	23,322	336,105	452,976	342,381	335,782
December,.....	79,466	89,985	39,539	38,027	112,773	120,361	50,823	10,822	813,940	539,918	305,197	160,287
Total,.....	1,516,803	2,155,579	1,033,065	839,488	886,987	1,430,514	488,503	554,933	14,835,860	15,015,814	6,963,673	8,516,815
Add entered for consumption,.....	5,421,934	4,853,057	10,173,127	6,415,345	5,789,869	3,564,009	5,647,595	5,912,265	67,890,663	54,047,951	104,202,138	88,721,609
Total thrown upon the market,....	6,938,737	7,008,636	11,206,192	7,254,833	6,676,856	4,994,523	6,136,098	6,467,198	82,726,523	69,063,765	111,165,811	97,237,924

Dry Goods Trade.

VALUE OF FOREIGN DRY GOODS ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

MONTHS.	MANUFACTURES OF WOOL.				MANUFACTURES OF COTTON.				MANUFACTURES OF SILK.			
	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.
January.....	\$ 193,220	\$ 215,866	\$ 122,326	\$ 410,357	\$ 417,823	\$ 423,772	\$ 252,675	\$ 368,950	\$ 307,892	\$ 425,444	\$ 104,264	\$ 249,875
February.....	239,577	215,081	106,179	245,118	390,076	492,805	87,387	259,830	294,126	127,822	52,431	152,970
March.....	272,413	209,859	132,723	224,154	201,277	254,105	184,598	182,654	283,393	133,529	28,413	112,354
April.....	1,171,929	122,599	196,371	207,484	270,004	69,826	54,249	179,526	846,521	78,823	17,951	140,278
May.....	731,093	163,208	377,576	419,848	267,983	71,749	72,502	188,273	513,433	41,084	48,447	161,893
June.....	1,414,270	194,408	613,278	387,213	499,023	51,749	146,179	158,696	927,159	37,198	140,643	183,220
July.....	1,370,359	422,739	771,660	447,232	423,118	66,560	164,492	173,709	702,792	78,715	133,349	182,227
August.....	424,368	239,734	350,120	422,634	147,737	105,679	236,627	356,876	300,416	73,243	141,549	127,881
September.....	322,375	173,150	185,812	160,150	357,350	100,492	115,460	176,704	353,312	44,406	67,446	46,469
October.....	476,952	94,022	154,132	390,903	520,988	78,761	119,399	199,871	915,272	40,210	53,051	64,275
November.....	482,084	99,116	848,028	845,911	575,026	152,382	849,163	543,843	463,408	65,055	150,680	242,428
December.....	286,328	117,744	249,816	881,310	707,510	168,068	616,600	1,071,377	364,396	36,784	276,963	344,236
Total.....	8,191,964	2,272,776	8,638,021	4,482,343	4,778,415	2,035,378	2,349,776	8,554,309	6,279,100	1,292,379	1,215,187	2,469,106
Add entered for consumption.....	19,728,188	16,463,299	33,691,020	30,050,579	14,469,046	10,068,646	22,431,488	13,867,416	22,481,651	17,099,931	32,407,460	32,525,604
Total entered at the port.....	27,920,147	18,736,075	37,329,041	34,532,922	19,247,461	12,104,024	24,781,264	17,721,725	28,760,751	18,392,310	33,625,647	34,988,710

MONTHS.	MANUFACTURES OF FLAX.				MISCELLANEOUS.				TOTAL.			
	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.	1857.	1858.	1859.	1860.
January.....	\$ 158,407	\$ 115,141	\$ 58,801	\$ 67,492	\$ 62,123	\$ 88,998	\$ 10,811	\$ 54,060	\$ 1,139,465	\$ 1,269,221	\$ 548,877	\$ 1,150,734
February.....	199,050	126,395	40,856	59,285	67,568	76,881	45,900	66,700	1,190,307	1,038,833	333,753	775,093
March.....	127,340	137,774	51,457	60,304	76,733	89,216	36,103	123,514	966,156	824,482	383,234	702,980
April.....	423,936	53,196	62,267	77,307	138,012	61,918	25,459	46,681	2,859,402	386,662	356,205	651,276
May.....	207,276	59,936	74,487	43,134	160,134	38,057	53,816	78,393	1,879,919	374,027	626,778	891,541
June.....	167,017	47,066	70,328	9,945	280,407	20,243	70,363	25,815	3,257,876	350,094	1,040,786	714,889
July.....	133,720	63,224	79,446	75,079	244,121	45,067	33,538	30,242	2,874,610	676,305	1,182,485	913,489
August.....	106,562	54,270	121,655	72,347	149,834	18,971	66,602	40,174	1,128,913	491,899	946,538	1,019,932
September.....	375,242	79,043	130,088	48,329	228,212	46,607	38,307	34,419	2,137,491	448,758	537,113	466,071
October.....	341,935	30,506	110,966	66,070	222,061	51,266	55,749	58,438	2,777,208	348,771	493,797	714,557
November.....	302,413	35,803	80,641	383,247	202,157	44,132	97,385	116,252	2,027,088	396,488	1,025,902	1,601,681
December.....	188,043	57,391	66,420	566,268	189,777	38,018	84,424	192,544	1,736,054	468,005	1,294,223	3,555,744
Total.....	2,732,141	909,745	947,357	1,408,807	2,021,139	619,324	618,457	662,232	25,004,581	7,091,595	8,768,806	18,158,797
Add entered for consumption.....	5,421,934	4,853,057	10,173,127	6,415,345	5,789,869	3,564,009	5,647,595	6,222,265	67,890,663	54,047,951	104,202,138	88,721,609
Total entered at the port.....	8,154,075	5,762,802	11,120,484	7,914,152	7,811,008	4,183,333	6,266,052	6,574,497	92,395,244	61,139,546	112,970,944	101,880,406

REAL AND PERSONAL PROPERTY IN NEW-YORK.

Tabular Statement of the aggregate assessed value of Real Property in the City of New-York, each year, 1826—1860. II. Value of Personal Estate. III. Aggregate value of real and Personal Property. IV. Amount of Taxes raised each Year. V. Population of the City, according to the Census, and estimated Population at the intermediate periods. VI. Rate of Taxation to aggregate Property. VII. Population of United States, 1826—1860.

YEAR.	Value of Real Estate.	Value of Personal Estate.	Total Real and Personal.	Amount raised by Tax.	Popu-lation.	Per centage of Taxation to Property.	Total Population of U. States.
1826,	\$ 64,804,050 ..	\$ 42,484,981 ..	\$ 107,288,931 ..	\$ 883,759 ..	163,000 ..	.36 ..	11,383,000
1827,	72,617,770 ..	39,594,156 ..	112,211,926 ..	437,692 ..	172,000 ..	.39 ..	11,729,000
1828,	77,138,880 ..	36,579,653 ..	114,019,533 ..	485,751 ..	182,000 ..	.43 ..	12,092,000
1829,	76,180,430 ..	35,672,636 ..	111,508,066 ..	507,107 ..	192,000 ..	.45 ..	12,471,000
1830,	87,603,580 ..	37,684,988 ..	125,288,518 ..	509,173 ..	202,569 ..	.41 ..	12,866,020
1831,	95,594,335 ..	41,966,194 ..	137,560,259 ..	572,104 ..	212,000 ..	.42 ..	13,241,000
1832,	104,160,605 ..	40,741,723 ..	144,902,328 ..	665,385 ..	222,000 ..	.46 ..	13,625,000
1833,	114,124,566 ..	52,366,976 ..	166,491,542 ..	971,854 ..	232,000 ..	.58 ..	14,020,000
1834,	123,249,280 ..	63,299,231 ..	186,548,511 ..	885,605 ..	243,000 ..	.45 ..	14,425,000
1835,	143,742,425 ..	74,991,273 ..	218,723,708 ..	965,602 ..	254,000 ..	.44 ..	14,841,000
1836,	233,732,303 ..	75,758,617 ..	309,500,920 ..	1,085,130 ..	265,000 ..	.35 ..	15,266,000
1837,	196,450,109 ..	67,297,241 ..	263,747,350 ..	1,244,972 ..	276,000 ..	.47 ..	15,702,000
1838,	194,543,359 ..	69,609,582 ..	264,152,941 ..	1,486,993 ..	288,000 ..	.56 ..	16,147,000
1839,	196,940,184 ..	73,920,585 ..	270,869,019 ..	1,352,826 ..	300,000 ..	.50 ..	16,608,000
1840,	187,221,714 ..	65,011,801 ..	252,233,515 ..	1,354,835 ..	312,710 ..	.54 ..	17,069,453
1841,	186,359,948 ..	64,843,972 ..	251,194,920 ..	1,394,136 ..	325,000 ..	.56 ..	17,540,000
1842,	176,513,092 ..	61,292,559 ..	237,805,651 ..	2,031,382 ..	339,000 ..	.85 ..	18,043,000
1843,	164,955,314 ..	64,274,765 ..	229,229,079 ..	1,747,516 ..	354,000 ..	.76 ..	18,577,000
1844,	171,937,591 ..	64,789,592 ..	236,727,143 ..	1,988,818 ..	371,000 ..	.84 ..	19,142,000
1845,	177,207,990 ..	62,787,527 ..	239,995,517 ..	2,096,191 ..	390,000 ..	.87 ..	19,738,000
1846,	189,480,584 ..	61,471,470 ..	244,952,004 ..	2,526,146 ..	411,000 ..	1.03 ..	20,366,000
1847,	187,315,386 ..	59,337,913 ..	247,153,299 ..	2,581,776 ..	434,000 ..	1.05 ..	21,026,000
1848,	193,029,076 ..	61,164,447 ..	254,163,523 ..	2,715,510 ..	459,000 ..	1.07 ..	21,716,000
1849,	197,741,919 ..	58,455,224 ..	256,197,143 ..	3,005,762 ..	487,000 ..	1.17 ..	22,438,000
1850,	207,142,576 ..	78,919,240 ..	286,061,816 ..	3,230,085 ..	515,547 ..	1.13 ..	23,191,876
1851,	227,015,856 ..	93,095,001 ..	320,110,857 ..	2,924,455 ..	543,000 ..	.91 ..	23,951,000
1852,	253,273,384 ..	98,490,042 ..	351,763,426 ..	3,380,511 ..	571,000 ..	.96 ..	24,720,000
1853,	294,637,296 ..	118,994,137 ..	413,631,382 ..	5,066,698 ..	599,000 ..	1.23 ..	25,499,000
1854,	330,300,396 ..	131,721,383 ..	462,021,734 ..	4,845,386 ..	627,000 ..	1.05 ..	26,288,000
1855,	386,975,866 ..	150,022,312 ..	486,998,278 ..	5,843,822 ..	655,000 ..	1.20 ..	27,088,000
1856,	340,972,098 ..	170,774,393 ..	511,740,491 ..	7,075,425 ..	684,000 ..	1.38 ..	27,897,000
1857,	352,958,808 ..	168,216,449 ..	521,175,252 ..	8,111,758 ..	713,000 ..	1.56 ..	28,716,000
1858,	368,346,296 ..	162,847,994 ..	531,194,290 ..	8,621,091 ..	742,000 ..	1.62 ..	29,545,000
1859,	378,954,930 ..	172,963,192 ..	551,923,122 ..	9,860,926 ..	771,000 ..	1.79 ..	30,384,000
1860,	398,533,619 ..	178,697,637 ..	577,230,656 ..	9,758,507 ..	813,668 ..	1.69 ..	31,641,977
				\$ 101,664,694			

Table showing the Population of New-York County, State of New-York, as returned by the Eighth Census, taken June 1st, 1860.—(Official.)

New-York City.		Population.	New-York City.		Population.	
1st Ward,	.....	17,373 ..	17th Ward,	.....	72,953
2d Ward,	.....	2,507 ..	18th Ward,	.....	57,462
3d Ward,	.....	3,757 ..	19th Ward,	.....	28,254
4th Ward,	.....	21,994 ..	20th Ward,	.....	67,519
5th Ward,	.....	22,336 ..	21st Ward,	.....	49,017
6th Ward,	.....	26,696 ..	22d Ward,	.....	61,725
7th Ward,	39,982 ..	Population of New-York City,....			805,657
8th Ward,	.....	39,406 ..	Blackwell's Island,	.....	4,581
9th Ward,	.....	44,385 ..	Ward's Island,	.....	772
10th Ward,	.....	29,004 ..	Bedloe's Island,	.....	4
11th Ward,	.....	59,370 ..	Ellis' Island,	.....	5
12th Ward,	.....	27,958 ..	Governor's Island,	.....	696
13th Ward,	.....	32,917 ..	Randall's Island,	.....	1,953
14th Ward,	28,080 ..	Population of New-York County,....			813,668
15th Ward,	27,585 ..				
16th Ward,	45,177 ..				

POPULATION OF THE STATE OF NEW-YORK.

The following table represents the aggregate population of each County of the State of New-York, according to each State census and each U. S. census, from 1790 to 1860. The State census was taken in the years 1825, 1835, 1845 and 1855 :

COUNTIES.	1790.	1800.	1810.	1814.	1820.	1825.	1830.	1835.	1840.	1845.	1850.	1855.	1860.
Albany,.....	75,736 ..	34,043 ..	34,661 ..	33,885 ..	38,116 ..	42,821 ..	53,520 ..	50,762 ..	63,593 ..	77,263 ..	93,279 ..	103,681 ..	113,919
Alleghany,....	.....	.....	1,942 ..	3,834 ..	9,330 ..	18,164 ..	26,276 ..	35,214 ..	40,975 ..	40,084 ..	37,803 ..	42,910 ..	41,882
Broome,.....	.....	.....	8,130 ..	9,581 ..	14,343 ..	13,893 ..	17,579 ..	20,190 ..	22,333 ..	25,803 ..	30,660 ..	36,650 ..	35,910
Cattaraugus,...	.....	.....	453 ..	.....	4,090 ..	8,643 ..	16,724 ..	24,986 ..	28,872 ..	30,169 ..	38,950 ..	39,580 ..	43,897
Cayuga,.....	.....	15,871 ..	29,543 ..	37,318 ..	38,897 ..	42,743 ..	47,948 ..	49,202 ..	50,338 ..	49,663 ..	55,458 ..	53,571 ..	55,769
Chautauque,...	.....	.....	2,381 ..	4,259 ..	12,568 ..	20,610 ..	34,671 ..	44,869 ..	47,975 ..	46,548 ..	50,493 ..	53,330 ..	58,354
Chemung,.....	.....	.....	.....	.....	.....	.....	.....	.....	20,732 ..	23,689 ..	28,821 ..	27,288 ..	26,917
Chenango,....	.....	15,666 ..	21,704 ..	24,221 ..	31,215 ..	34,215 ..	37,233 ..	40,762 ..	40,785 ..	39,900 ..	40,311 ..	39,915 ..	40,936
Clinton,.....	1,614 ..	8,514 ..	8,002 ..	7,764 ..	12,070 ..	14,486 ..	19,344 ..	20,742 ..	28,157 ..	31,278 ..	40,047 ..	42,482 ..	45,786
Columbia,....	27,732 ..	35,322 ..	32,390 ..	33,979 ..	38,330 ..	37,970 ..	39,907 ..	40,746 ..	43,252 ..	41,976 ..	43,073 ..	44,391 ..	47,250
Cortlandt,....	.....	.....	8,869 ..	10,593 ..	16,507 ..	20,271 ..	23,791 ..	24,168 ..	24,607 ..	25,081 ..	25,140 ..	24,575 ..	26,296
Delaware,....	.....	10,223 ..	20,303 ..	21,290 ..	26,587 ..	29,565 ..	33,024 ..	34,192 ..	35,396 ..	36,990 ..	39,884 ..	39,749 ..	42,467
Dutchess,....	45,266 ..	49,773 ..	51,363 ..	43,708 ..	46,615 ..	46,698 ..	50,926 ..	50,704 ..	52,338 ..	55,124 ..	58,992 ..	60,635 ..	64,939
Erie,.....	.....	.....	.....	.....	.....	24,816 ..	35,719 ..	57,594 ..	62,465 ..	78,635 ..	100,993 ..	132,331 ..	141,973
Essex,.....	.....	*	9,477 ..	9,949 ..	12,511 ..	15,993 ..	19,287 ..	20,699 ..	23,634 ..	25,102 ..	31,148 ..	28,539 ..	28,214
Franklin,....	.....	.....	2,617 ..	2,568 ..	4,439 ..	7,978 ..	11,312 ..	12,501 ..	16,513 ..	18,692 ..	25,102 ..	25,477 ..	30,836
Fulton,.....	.....	.....	.....	.....	.....	.....	.....	.....	18,049 ..	18,579 ..	20,171 ..	23,284 ..	24,162
Genesee,....	.....	.....	12,588 ..	23,975 ..	53,093 ..	40,905 ..	52,147 ..	58,568 ..	59,587 ..	28,845 ..	28,488 ..	31,034 ..	32,189
Greene,.....	.....	12,584 ..	19,536 ..	20,211 ..	22,996 ..	26,229 ..	29,525 ..	30,173 ..	30,446 ..	31,957 ..	33,126 ..	31,137 ..	31,930
Hamilton,....	.....	.....	.....	.....	1,251 ..	+	1,325 ..	+	1,907 ..	1,882 ..	2,188 ..	2,543 ..	3,024
Herkimer,....	.....	14,479 ..	22,046 ..	20,837 ..	31,017 ..	33,040 ..	35,870 ..	36,201 ..	37,477 ..	37,424 ..	38,244 ..	38,566 ..	40,560
Jefferson,....	.....	.....	15,140 ..	13,564 ..	32,952 ..	41,650 ..	43,493 ..	53,083 ..	60,954 ..	64,999 ..	63,153 ..	65,420 ..	69,823
Kings,.....	4,495 ..	5,740 ..	8,303 ..	7,655 ..	11,187 ..	14,679 ..	20,535 ..	32,057 ..	47,613 ..	78,691 ..	133,882 ..	216,229 ..	279,125
Lewis,.....	.....	.....	6,433 ..	6,848 ..	9,227 ..	11,669 ..	15,239 ..	16,093 ..	17,830 ..	20,218 ..	24,564 ..	25,229 ..	28,581
Livingston,...	.....	.....	.....	.....	.....	23,860 ..	27,729 ..	31,092 ..	35,140 ..	33,193 ..	40,875 ..	37,943 ..	39,546
Madison,....	.....	.....	25,144 ..	26,276 ..	32,208 ..	35,646 ..	39,098 ..	41,741 ..	40,003 ..	40,987 ..	43,072 ..	43,687 ..	43,556
Monroe,....	.....	.....	.....	.....	.....	39,103 ..	49,855 ..	58,085 ..	64,902 ..	70,899 ..	87,650 ..	96,324 ..	100,659
Montgomery,...	28,848 ..	21,700 ..	41,214 ..	40,640 ..	37,569 ..	40,902 ..	43,715 ..	43,359 ..	35,818 ..	29,643 ..	31,992 ..	30,808 ..	30,867

New-York,....	88,181	60,489	96,873	95,519	123,706	166,086	197,112	270,089	812,710	871,223	515,547	629,904	818,668
Niagara,.....			8,971	7,477	22,990	14,069	18,452	26,490	81,132	84,550	42,276	48,282	50,399
Oneida,.....		22,047	33,792	45,228	50,997	57,547	71,826	77,515	85,310	84,776	99,566	107,749	105,201
Onondaga,....		7,406	25,957	30,801	41,467	48,485	58,973	60,905	67,911	70,175	85,590	86,575	90,687
Ontario,.....	1,075	15,218	42,082	56,892	88,267	37,422	40,288	40,570	43,501	42,592	43,929	42,672	44,566
Orange,.....	18,492	29,345	84,347	84,908	41,213	41,732	45,866	45,096	50,739	52,227	57,145	60,868	63,814
Orleans,.....						14,460	17,732	22,893	25,127	25,845	28,501	28,485	28,717
Oswego,.....					12,874	17,875	27,119	38,245	43,619	48,441	62,198	69,895	75,960
Otsego,.....		21,636	88,802	40,587	44,856	47,898	61,872	50,428	49,628	50,509	48,638	49,735	50,166
Putnam,.....				9,853	11,268	11,866	12,628	11,551	12,825	13,258	14,188	13,934	14,002
Queens,.....	16,014	16,893	19,836	19,269	21,519	20,381	22,469	25,180	30,824	31,849	36,883	46,266	57,391
Rensselaer,...		30,442	36,809	36,888	40,153	44,065	49,424	55,515	60,259	62,388	73,863	79,234	86,825
Richmond,....	3,835	4,563	5,347	5,502	6,185	5,932	7,082	7,691	10,965	13,673	15,061	21,889	25,493
Rockland,....		6,853	7,758	7,817	8,887	8,016	9,388	9,696	11,975	13,741	16,962	19,511	22,492
St. Lawrence,...			7,885	8,252	16,037	27,595	33,354	42,047	56,706	62,354	68,617	74,977	90,428
Saratoga,....		24,458	33,147	31,139	36,052	36,295	38,679	38,012	40,553	41,477	45,646	49,379	51,732
Schenectady,...			10,201	11,203	13,081	12,876	12,347	16,230	17,387	16,630	20,054	19,572	20,002
Schoharie,....		9,808	13,945	19,323	23,154	25,926	27,902	28,508	32,358	32,488	33,548	33,519	34,469
Schuyler,.....												18,777	18,540
Seneca,.....			16,699	21,401	23,619	20,169	21,041	22,627	24,879	24,972	25,441	25,358	28,139
Steuben,.....		1,788	7,246	11,121	21,959	29,245	33,851	41,435	46,188	51,679	63,771	62,965	66,659
Suffolk,.....	16,440	19,464	21,118	21,368	24,272	23,695	26,780	28,274	32,469	34,579	36,922	40,906	43,276
Sullivan,....			6,108	6,238	8,900	10,373	12,364	13,755	15,629	18,727	25,088	29,487	32,385
Tioga,.....		6,859	7,899	10,438	19,971	19,951	27,690	33,999	20,527	22,456	24,880	26,962	28,739
Tompkins,....				20,681	32,908	36,545	38,008	37,948	38,168	38,746	38,156	31,516	31,411
Ulster,.....	29,397	24,855	26,576	26,428	30,384	32,015	36,550	39,960	45,822	49,907	59,384	67,936	76,379
Warren,.....				7,888	9,453	10,906	11,796	12,034	13,422	14,908	17,199	19,669	21,434
Washington,...	14,042	35,574	44,289	36,359	38,881	39,250	42,685	39,326	41,080	40,554	44,750	44,405	45,909
Wayne,.....						26,761	33,643	37,788	42,057	42,515	44,953	46,760	47,762
Westchester,...	24,003	27,428	30,272	26,367	32,638	33,181	36,456	38,790	48,686	47,578	58,263	80,678	99,457
Wyoming,....											27,205	31,981	31,967
Yates,.....						13,214	19,009	19,796	20,444	20,777	20,590	19,812	20,291
Total,.....	840,120	588,608	961,888	1,085,910	1,372,812	1,614,456	1,918,181	2,174,517	2,428,921	2,604,495	3,097,394	3,466,212	3,887,542

* Reported with Clinton. † Reported with Montgomery.

THE PROGRESS OF BANKING IN NEW-YORK.

Summary Statement, showing the progress of Bank Capital, Circulation, Individual Deposits, Loans and Specie of the Banks of the State of New-York, in the years 1848—1860.

	Capital.	Circulation.	Deposits.	Loans.	Specie.
June, 1848,	\$ 43,755,000 ..	\$ 20,588,000 ..	\$ 27,554,000 ..	\$ 73,497,000 ..	\$ 6,851,000
“ 1849,	44,929,000 ..	21,912,000 ..	35,604,000 ..	85,335,000 ..	10,571,000
“ 1850,	47,779,000 ..	24,214,000 ..	46,691,000 ..	98,480,000 ..	11,653,000
“ 1851,	55,580,000 ..	27,511,000 ..	54,467,000 ..	115,677,000 ..	8,978,000
“ 1852,	59,705,000 ..	27,940,000 ..	65,034,000 ..	127,245,000 ..	13,304,000
March, 1853,	67,623,000 ..	30,063,000 ..	81,316,000 ..	147,687,000 ..	10,039,000
June, “	73,183,000 ..	30,065,000 ..	79,996,000 ..	151,206,000 ..	13,884,000
Sept., “	76,692,075 ..	32,762,650 ..	77,167,075 ..	157,455,987 ..	12,909,240
Dec., “	79,018,980 ..	32,573,189 ..	78,060,490 ..	163,118,468 ..	14,149,760
March, 1854,	80,702,396 ..	32,371,206 ..	81,140,877 ..	164,742,164 ..	11,553,778
June, “	81,589,000 ..	31,266,000 ..	82,637,000 ..	163,875,000 ..	10,792,000
Sept., “	83,773,283 ..	31,507,780 ..	81,063,103 ..	163,752,237 ..	13,661,565
Dec., “	88,260,000 ..	28,220,000 ..	71,096,000 ..	141,604,000 ..	13,470,000
March, 1855,	84,831,000 ..	27,909,000 ..	79,727,000 ..	152,181,000 ..	17,946,000
June, “	85,032,000 ..	28,562,000 ..	83,537,000 ..	165,106,000 ..	15,921,000
Sept., “	85,589,000 ..	31,340,000 ..	85,610,000 ..	166,002,000 ..	10,910,000
Dec., “	86,890,000 ..	31,990,000 ..	85,614,000 ..	165,186,000 ..	11,541,000
March, 1856,	88,779,388 ..	30,579,902 ..	91,297,476 ..	171,310,779 ..	15,988,693
June, “	92,334,000 ..	30,705,000 ..	96,267,000 ..	174,141,000 ..	18,510,000
Sept., “	96,831,301 ..	34,019,633 ..	96,907,970 ..	183,888,670 ..	12,893,771
Dec., “	100,025,000 ..	33,590,000 ..	94,872,000 ..	183,557,000 ..	11,393,000
March, 1857,	102,505,000 ..	32,510,000 ..	100,641,000 ..	188,088,000 ..	11,973,000
June, “	103,954,000 ..	32,335,000 ..	104,350,000 ..	190,803,000 ..	14,379,000
Sept., “	107,507,000 ..	27,122,000 ..	83,539,000 ..	170,846,000 ..	14,321,000
Dec., “	107,449,000 ..	23,899,000 ..	81,123,000 ..	154,210,000 ..	29,314,000
March, 1858,	109,587,000 ..	22,710,000 ..	92,633,000 ..	161,887,000 ..	35,071,000
June, “	103,340,000 ..	24,079,000 ..	98,921,000 ..	178,853,000 ..	33,597,000
Sept., “	109,996,550 ..	26,605,407 ..	101,213,691 ..	186,137,599 ..	29,905,295
Dec., “	110,253,000 ..	23,507,000 ..	108,170,000 ..	192,150,000 ..	28,385,000
March, 1859,	110,562,000 ..	27,979,000 ..	109,240,000 ..	190,423,000 ..	26,514,000
June, “	110,605,000 ..	26,759,000 ..	99,597,000 ..	185,027,000 ..	22,267,000
Sept., “	110,997,000 ..	27,970,000 ..	103,106,000 ..	182,420,000 ..	22,026,000
Dec., “	111,441,000 ..	29,959,000 ..	102,109,000 ..	191,162,000 ..	20,921,000
March, 1860,	111,161,418 ..	29,441,159 ..	109,839,871 ..	195,288,848 ..	24,620,528
June, “	111,494,893 ..	23,839,194 ..	110,465,543 ..	196,908,063 ..	24,582,219
Sept., “	111,834,000 ..	31,759,000 ..	116,190,000 ..	200,113,000 ..	21,710,000
Dec., “	111,821,000 ..	23,239,000 ..	110,664,000 ..	202,241,000 ..	26,427,000

The number of banks, banking associations and individual bankers actually doing business in this State, on the 30th day of September last, was 306, and 37 were either closing their own affairs or are insolvent, and their business is being closed by this department, leaving 343 open bank accounts upon the books of this office.

The entire emission of bank notes from the Bank Department, including that of incorporated banks, banking associations and individual bankers, is \$38,034,800, against \$36,581,276 in 1859, being an increase during the past fiscal year of \$1,453,524.

CHAMBERS OF COMMERCE AND BOARDS OF TRADE.

I. NEW-YORK. II. BOSTON. III. MONTREAL.

Monthly Meeting of the Chamber of Commerce of the State of New-York, Thursday, June 6th.

Election of New Members—Medals for the Officers and Men who Garrisoned Fort Sumter and Fort Pickens—Flax in place of Cotton—Improvements of Fortifications in the Harbor of New-York—Resolutions in relation to the Death of Mr. HOFFMAN, &c.

THE regular monthly meeting of the Chamber of Commerce was held at their rooms Thursday, June 6th, at one o'clock P. M., the President, PELATIAH PERIT, Esq., in the chair.

The following gentlemen, proposed at the last monthly meeting, were elected members of the Chamber:

JOSIAH S. BENNET, 125 Front-street.	HENRY G. REEVE, 231 Front-street.
S. DE W. BLOODGOOD, 110 B'way.	LIVINGSTON SATTERLEE, 56 Wall-st.
CHARLES BUTLER, 12 Wall-street.	GEO. G. SPENCER, 106 Front-street.
THOMAS N. DALE, 18 Warren-street.	HENRY F. VAIL, 29 Nassau-street.
SAMUEL JAUDON, 54 Wall-street.	SAMUEL WETMORE, 59 Pine-street.
WILLIAM P. JONES, 109 Wall-street.	WM. AUG. WHITE, 63 Broadway.

ON motion of PROSPER M. WETMORE, the proposed amendments to the by-laws relating to the election, on the 2d May last, of a committee of arbitration, to whom all mercantile disputes should be referred, the proceedings were confirmed as the action of the Chamber. In connection with this subject Mr. OPDYKE, the chairman of the Arbitration Committee, announced that the committee was organized and prepared to transact any business that might be referred to them.

MR. ROYAL PHELPS, in rising to introduce a subject, which he said did not properly come within the line of business for which the Chamber was created to consider, wished first to apologize for bringing forward a matter which, in reality, was irrelevant. But he had been requested by a distinguished gentleman, whom they all knew well, to bring before the Chamber the propriety of doing something to commemorate the gallantry of the garrison at Fort Sumter, particularly of the men. The idea which had been thus suggested to him harmonized so entirely with his own sentiments that he had concluded to present it, and he had no doubt they would take up the question, although it was strictly outside the usual occupation of the Chamber. He proposed the following resolution:

Resolved, That the Executive Committee of this Chamber, after consultation with and subject to the approval of Colonel ANDERSON or his second in command, cause to be prepared a suitable medal for each of the soldiers and non-commissioned officers of the late garrison of Fort Sumter, and to have them presented to them at as early a day as possible, at the expense of this Chamber.

In presenting some remarks explaining the reasons why he offered the

resolution, Mr. PHELPS said it would be observed that he had taken no notice of the officers; but his principal object was that notice should be taken of the soldiers, without whose cheerful acquiescence in the wishes of the officers it would have been impossible that so much honor should have been reflected upon our flag in the manner in which it was surrendered. Another reason was, that the soldiers in the service of our country, republican and democratic as it is, have a less opportunity for distinction open to them than the soldiers of any other country in the world. Our officers were always called from the higher classes of society, and educated at public expense. There were few instances wherein a soldier in the regular army rose to the distinction of an officer. A different state of things exists in the French and English armies, where brave men were taken out of the ranks, rewarded with promotion and decorated by their sovereigns. Reward in our service was made only through an act of Congress, which was a cumbersome mode. He knew there was a deep sympathy felt by the merchants and every class of people in the country with the soldiers, and when conduct like that of the garrison of Fort Sumter, who stood at their posts when there was almost a forlorn hope, and who, when the national flag was stricken down, brought it tenderly in their arms, as it were, to this city, he thought something should be done to reward them. He made a distinction between the men and the officers, not because he wished to disparage the conduct of the latter, but because while the officers had received many attentions which showed that their services were appreciated, the men had not; therefore he hoped the resolution would be adopted without the amendment, and that the style and price of the medals would be left entirely to the judgment of the Executive Committee.

Mr. GEORGE W. BLUNT seconded the resolution, moving an amendment that the garrison of Fort Pickens, which was under command of Lieutenant SLEMMER, be added to the list.

Mr. GEORGE OPDYKE thought it would be an indirect censure upon the officers to leave them out, and he moved that they be included. This suggestion was accepted by Mr. BLUNT.

Mr. PHELPS was sorry, he said, to be compelled to object to the amendment. He saw no good reason to include the command of Lieut. SLEMMER, particularly as it would destroy the distinctive point which he wished to establish in rewarding the garrison of Fort Sumter. The defence of Fort Sumter, and the attention which that garrison attracted from the people of the United States, required some special recognition. It was the first firing upon any important post at the flag of their country, by our very mistaken and very rash brethren at the South. That act produced such a revolution in sentiment as had never before been experienced in this country. It had united men of the North who had different party preferences, and brought them to the sustainment of the government in its efforts to put down this rebellion at the South. It was the gallant conduct of that garrison which produced that result. Fort Sumter was spoken of all over the world. From there went forth the electric spark which was to save the honor of the constitution; and he wanted to confine his motion specially to Fort Sumter on that account. He hoped Mr. BLUNT would withdraw his amendment.

Mr. DENNING DUER said he hoped it would not be withdrawn, for if it should be, he would renew it.

The resolution was modified so as to include the officers and garrison which were under command of Major ANDERSON at Fort Sumter, and Lieutenant SLEMMER at Fort Pickens, and as amended was adopted, viz. :

Resolved, That the Executive Committee of the Chamber cause to be prepared a suitable medal for each of the officers and soldiers of the late garrison of Fort Sumter, under command of Major ROBERT ANDERSON, and of Fort Pickens, under command of Lieutenant ADAM J. SLEMMER, and that the same be presented to them at the earliest day possible, at the expense of the Chamber.

Mr. SAMUEL B. RUGGLES presented the following resolution for the consideration of the Chamber :

Resolved, That it be referred to a committee of —— members of the Chamber of Commerce of New-York, to inquire and report as to the progress made in chemical, mechanical or other processes for substituting the fiber of flax for that of cotton.

Mr. GEORGE W. BLUNT seconded the resolution. (Specimens of hats, hosiery and felt cloth, manufactured from the fiber of flax, were exhibited to the members.)

Mr. RUGGLES in moving the resolution, said that the subject of inquiry which it proposed was of importance, not only in an industrial and commercial point of view, but had recently acquired a vastly increased interest in its national and high political bearings. It is not merely a question, large as that might be, of the employment of millions of acres of our lands, and hundreds of thousands of our rural population in a new branch of prosperous industry, nor yet of the increased stimulus to manufactures and commerce, in the fabrication and transportation of a material, as yet nearly unknown. The great question really is, to discover, if possible, the means of commercial and political emancipation from the dominion of that virtual monopoly in the production of cotton, by a comparatively small section of our republic, which has not only involved it in civil war, but is now greatly endangering the peace of the civilized world. It is to determine whether we shall or shall not submit, without a struggle, to a giant monopoly, which emboldens its possessor to dictate, not only law and government, but morals and manners to all mankind. We need not dwell on the dangerous and galling character of this pretension. It is already sufficiently manifest, both in commerce and politics, leading at once to the most energetic efforts by Great Britain and its subjects, to penetrate every region of the globe, to discover and develop such new sources of supply as shall free them from their present dependence on the cotton regions of our North American continent. These efforts have been so far successful as to induce the belief, that within a moderate period adequate supplies will be forthcoming for the use of the world. It need hardly be urged that this great effort for the commercial emancipation of the civilized nations of the earth would be materially aided by the discovery and cheap production of any material which could take the place of cotton to any considerable extent. It is, therefore, to this subject, that the attention of the Chamber of Commerce is now respectfully requested, as a proper subject of attention and thorough inquiry. Without pretending in any way to prejudice the results of such an examination, it may safely be asserted that the facts already ascertained, in respect to the progress made in this country to sub-

stitute the fiber of flax for that of cotton, will entitle the subject to a full examination by a committee of this body.

The idea of substituting the fiber of flax for that of cotton is by no means a new one. It was proposed in England as early as the year 1775, and with partial success, and repeatedly afterwards in Germany, Bohemia and other parts of Europe, by various processes suggested in the years 1780, 1801, 1803 and 1816. It was in the year 1850 that the Chevalier CLAUSSEN obtained his patent in England for extricating the fiber of flax by means of chemical agencies, in lieu of the former tedious, wasteful and unhealthy process of rotting by dew or standing water. The importance of the suggestion excited at once the attention of our highly intelligent and patriotic fellow-countryman, Mr. ABBOTT LAWRENCE, then in London as American minister, and at his instance the subject was carefully examined in the year 1851, by a committee of the legislature of Massachusetts. The chemical process of CLAUSSEN, improved, as is said, by subsequent discoverers, after the delays incident to all new inventions, has proved so far successful, that the flax fiber thus extracted and prepared is now successfully manufactured in considerable quantities in various parts of New-England.

The precise details, and the character, value and cost of the fabric will necessarily form the subject of the careful scrutiny of the committee. In addition to these chemical agencies for extricating the fiber, mainly by solutions of acids and alkalies, another very interesting process of a mechanical character has lately been proposed, and proved to be very successful, by employing condensed steam as a disintegrating agent. It deserves the most attentive examination, it being claimed by the inventors that the flax fiber may be thereby prepared with great expedition and economy, so that it can be afforded in large quantities for a price not exceeding eight cents per pound. It is further stated, that an acre of flax land will yield a sufficient quantity to afford the material for a bale of fiber of about 400 pounds. It should be distinctly understood that the fiber of flax is not identical with that of cotton, in a botanical and physiological sense, but that they are greatly alike in color, weight and durability. It is by no means expected that it will wholly take the place of cotton, in all its varieties of fabric, but, according to present indications, it is claimed that it fairly promises to prove as a substitute for at least a portion of the coarser fabrics. Should it prove to be a substitute to any considerable extent, it must materially influence or hasten the solution of that great problem of the supply of cotton which is now agitating the various governments of the civilized world.

Mr. RICHARD LATHERS hoped the resolution would not pass. He thought that the Chamber, which was devoted more especially to commercial interests, should not fritter away its energies upon subjects of that kind. He did not think the arguments presented in favor of the resolution were as happy as they might be. Mr. LATHERS had travelled extensively in the South recently, and he found, he said, in nearly all cases, that the people of the South whose interests were connected with cotton, while they yielded to the storm which was blowing over them, yet cherished a strong affection for the Union. Therefore he deprecated any action that would be calculated to throw firebrands in the midst of the Union-loving people of the South, and oppose our government in effecting the establishing of the bond of Union throughout the country. The

government of the United States, he thought, was desirous of fostering legitimate industry in the South as well as in the North. He wanted us to show these Southern Union men that we did not want to put down their institution, but to put down this revolt. When the argument which had just been advanced by the preceding speaker should be read in the South, the idea it would convey would be, that instead of affording them protection and peace, we were anxious to destroy their industry. It was not true that the production and handling of cotton tended to divide this country; but, on the contrary, it tended to hold the sections together. He gloried in the sentiments enunciated by the Secretary of State, that the Union was not to be dissolved peaceably or otherwise. He was sorry there was not more Union sentiment in the South; but what did exist there was like leaven, and its influence would be felt. He was glad of the power the South commanded by her cotton, and the effect which the prospect of a short supply was producing upon England, for he regarded that staple not as the capital of the South, but the capital of the whole country. We had no intention of looking to a separation; but that resolution looked very much to a separation. The Southern demagogues had taught their people to hate every thing that came from New-England; but he hoped that a similar spirit would not be engendered by the North against the South. He hoped the resolution would not be adopted.

Mr. ROYAL PHELPS hoped that the debate would close, and that the resolution would not prevail.

Mr. DUER spoke briefly in favor of its adoption; for he saw no reason why King Flax should not have as fair a trial as King Cotton.

Mr. RUGGLES distinctly disclaimed any intention of disloyalty to the Union, and said he was surprised to hear such an intimation, when they knew that through the whole course of his life he had cherished the idea that, as cotton was providentially placed, the country must of necessity be held together.

After a few remarks from Mr. OPDYKE, in support of the measure, the resolution, on motion of Mr. PHELPS, was laid on the table, to be taken up at a future day.

Mr. BLUNT offered a resolution to the effect, that as other governments were building iron-plated steamships, calculated to resist the most improved guns now in use, the Chamber urge the government of the United States to build a number of those iron-plated steamships, and to complete the fortifications in the harbor of New-York, especially the one at Sandy Hook.

It was stated by several members that the fortifications at Sandy Hook were the most important of all, and should be immediately completed.

The PRESIDENT suggested that several distinct measures might be required in relation to these fortifications, and thought that it would be better for the subject to go to a committee.

Mr. PROSPER M. WETMORE entirely concurred in this view, and thought we might soon be involved in a war with Continental Europe, for which it was our duty to prepare.

Finally the subject was disposed of, for the present, by the adoption of the following resolution:

Resolved, That a committee be appointed to inquire into the present state of the defences of this port, and, if found defective, to prepare a

memorial to government on the subject, to be submitted to the Chamber for its action.

Messrs. OPDYKE, BLUNT, MARSHALL, DUER and NYE were named as the committee.

Mr. PHELPS presented the following resolutions, which were adopted :

Resolved, That the Chamber of Commerce and merchants of New-York, representing the unanimous sense of their body, record with sincere grief, and with high respect for his virtues, the death of LINDLEY MURRAY HOFFMAN, a member of this Chamber for many years past, who departed this life yesterday.

Resolved, That as a merchant, his industry, his systematic attention to business, his unwavering good faith and fidelity, his unspotted honor and unstained integrity, entitle him to a lasting good name in the commercial annals of our country.

Resolved, That we equally declare our high esteem for his virtues as a man, for his kindness of heart, his liberality in useful public enterprises, and his activity in works of charity ; for his modesty, and also for his elevated Christian spirit ; and for the unostentatious simplicity and blameless purity of his private life.

Resolved, That in common with the whole commercial community of this city, by whom he has been so long known and esteemed, we respectfully tender our sympathy to his mourning relatives and friends, and that these resolutions be communicated to them as a last mark of our respect.

Resolved, That a copy of these resolutions be transmitted by the Secretary to the family of the deceased member.

The Secretary reported that the Annual Report of the Chamber for the past year had been completed, and copies were now ready for distribution for the use of the members.

The following nominations were made June 6th, for election July 3d, 1861 :

		<i>Nominated by</i>
HUGH N. CAMP,	149 Pearl-street,	BENJAMIN H. FIELD.
SAMUEL COLGATE,	4 Dutch-street,	EGISTO P. FABBRI.
CHARLES DIMON,	73 South-street,	CALEB BARSTOW.
JOHN EADIE,	40 Wall-street,	CALEB F. LINDSLEY.
WILLIAM LYELL,	34 Cedar-street,	J. SMITH HOMANS.
THOMAS RICHARDSON,	15 Broadway,	DANIEL OGDEN.
JAMES A. ROOSEVELT,	94 Maiden Lane,	J. LEE SMITH.
THEODORE ROOSEVELT,	94 Maiden Lane,	J. LEE SMITH.
BARNET L. SOLOMON,	369 Broadway,	JOHN H. LYELL.

As the first Thursday in July will fall on the anniversary of our national independence, the Chamber adjourned to meet on Wednesday, the 3d day of July.

Monthly Meeting of the Boston Board of Trade.

At a meeting of the government at the rooms of the Board, No. 55 Merchants' Exchange, on Monday, June 3, 1861, Vice-President RICHARD-

son in the chair, the committee on the present crisis presented their second report, as follows:

On the 7th of May your committee met HENRY L. WHITING, Esq., of the United States Coast Survey, at his request, to consider the subject of fitting out a fleet of fishing vessels to assist the blockading squadron on the Southern coast.

Mr. WHITING, who was direct from Washington, exhibited a paper signed by Commodore PAULDING, of the United States Navy, and followed in a verbal statement of the views and suggestions of the Commodore, in behalf, as was understood, of the Navy Department. This interview resulted in a second on the next day, when, by our invitation, several owners of fishing vessels and gentlemen engaged in business here and elsewhere were present. At the meeting on the 8th ult. Mr. WHITING again stated the objects of the government, and was followed by Commander SMITH, of the United States Navy, substantially in concurrence.

After further discussion on the part of our own citizens, voted, on motion of ALBERT G. BROWNE, Esq., that the chair appoint a committee of five to report the terms on which a fleet of from fifty to one hundred vessels of from fifty to one hundred tons burthen would be equipped for the proposed service.

This committee performed the duty assigned before the adjournment, and a written agreement, signed by several highly responsible persons, was prepared at the instant and delivered to Mr. WHITING for the consideration of the Navy Department, which gave a specific answer to each question propounded by Com. PAULDING.

Having thus initiated the measure, your committee, as in the case of the "Massachusetts Soldiers' Fund," left the further prosecution of it to others, and especially to the committee of five. But, as Mr. BROWNE, the chairman of that committee, has placed in our hands a copy of Mr. WHITING's letter to him, after a conference with Com. PAULDING at Washington, as well as a copy of his reply, we may remark that no arrangement has been made. Indeed, it seems by this correspondence that the Navy Department has abandoned the plan as concerns the present season, at least, to our regret, since we cannot but believe that a fleet of the kind suggested, composed of vessels of the most approved models, and manned by intelligent, energetic and brave seamen, who are thoroughly acquainted with every inlet and harbor between the Bay of Chaleur and the Gulf of Mexico, would prove of immense importance to the steamers and other ships of the navy in the existing blockade of the ports of the so-styled Confederate States.

Respectfully submitted.

JOHN T. HEARD,

F. W. LINCOLN, Jr.,

R. B. FORBES,

GARDNER BREWER.

Office Rooms Board of Trade, Boston, June 1, 1861.

Annual Meeting of the Montreal Board of Trade.

Report of the Council of the Montreal Board of Trade for the year ending March 31, 1861.

The Council, in submitting their report, would beg to refer, as briefly as possible, to some of the various matters which have engaged their attention since the last annual meeting.

The questions of assuming Lake St. Peter debt, and the abolition of

tonnage dues on sea-going vessels so frequently urged by their predecessors, were again brought before the government and Parliament. The Council strongly represented, that the improvement of the river between Quebec and Montreal was a *public* and not a *local* work—that, from the deepening of the channel, a much larger class of ships could now ascend to Montreal from sea, and that in consequence, the rates of freight inwards and outwards since the improvement had been made had gradually decreased, a result in which the producers and consumers of the country were alike interested. The Council are glad to be able to say that the government, by an act of last session, finally abolished all lake and river dues on shipping from sea, coming to Montreal, and assumed as a provincial debt the expense of deepening and improving the river and Lake St. Peter.

A memorial, numerously signed by members of the Board, in reference to a custom which has prevailed at this port, of charging for every package taken to the examining warehouse, was placed before the Council, who, after a careful consideration of all the facts, concurred in opinion that the practice (which does not prevail at other ports) should be abolished.

A memorial to this effect was forwarded to the finance minister, but no action has yet been taken thereon, and the Council would invite the attention of their successors to this matter.

A bill having been introduced into Parliament, providing for a change in the law respecting the pilotage of vessels below Quebec, the Council, assisted by the Quebec Board of Trade, successfully opposed its obnoxious provisions. The Council, however, regret that notwithstanding their earnest representations to the government, on the necessity of a change being made in the system by which the pilots between Quebec and Montreal are now paid on the tonnage of the ship instead of by the draft of water, no notice whatever has been taken of the subject. The efforts made by the Trinity Board and the Harbor Commissioners have been attended with no better result. It must be remembered, that until a new system of remuneration shall compel pilots to become thoroughly acquainted with the new channel and improvements, the advantage of the large outlay on these works is to a great extent lost.

From various facts brought before the attention of the Council, it is apparent that the returns of produce received by canal and river have been most imperfect; and the Council have urged on the commissioner of customs the necessity of obliging all vessels descending the river or canal, filing a duplicate manifest of all cargo at the canal office.

The serious losses and inconvenience which resulted from the robbery of Canadian mails *en route* to the United States, induced the Council to open a correspondence with the post-office department, and to make some suggestions in reference to the future safe conduct of this most important service. They have also lately addressed the Postmaster-General on the subject of forwarding mails for New-York and Boston by the night express trains recently established, who concurred in opinion with the Council, that a great advantage would thereby be secured to the mercantile community; that he had entered into correspondence with the Postmaster-General of the United States on the subject, and that no effort of his would be wanting to carry out the proposed arrangement.

The advantages which resulted from the construction of the Grand

Trunk Railway and from the Victoria Bridge to the commerce of the province, and particularly to the trade of Montreal, are annually made more apparent; and the import trade in dry goods, hardware and groceries have advantages from the railway for distribution of goods to all points that must more and more tend to make Montreal a place where stocks can be most profitably held. The Council, however, deem it their duty to notice the business arrangements of the company, under which produce and other property is carried from distant points in the United States to this place and to Portland at cheaper *pro rata* rates than the same produce and property is carried from one point in Canada to another. The Parliament, in granting the company an act of incorporation, no doubt intended that the produce of the people of Canada should at all times be carried at the same mileage as the produce or property of strangers. Whatever may be the rates which the Grand Trunk Company deem it necessary to charge for any service performed, let that charge be uniform, and paid by all its customers alike. Nor is it only from the cheaper rates at which produce is carried from foreign states that Canada trade suffers, for such has been the amount of the foreign freight on the road that the company have been unable to do even a small portion of the local produce trade.

Although the efforts made last year by the Council of the Board in conjunction with the corporation of the city, the Grand Trunk Company and Harbor Commissioners were successful as to deciding on the best site for a passenger and local freight station for the Grand Trunk Company, nothing has yet been done in their construction. This is much to be regretted, as it is difficult to estimate the loss to the company and to the trade of the city, arising out of the present means of transacting business at Point St. Charles.

The Board being represented in the Harbor Commission, it is proper to state here, that the commissioners are pushing forward to completion the twenty feet channel at lowest water and lowest tide between this city and Quebec, and it is expected the same will be finished in 1863. In the harbor a channel from the foot of the Lachine Canal to opposite St. Helen's Island, of 300 feet wide and twenty feet deep at low water, is rapidly progressing and will probably be completed in 1863. A new wharf and basin, specially adapted for and capable of berthing three ocean steamers, is completed. Several deep water-berths for sailing vessels have been obtained by dredging below the island wharf, and a contract has been given out by the commissioners for the construction of a new wharf running down from the end of the Victoria Pier. This wharf will be made accessible to vessels drawing twenty feet at lowest water, and will accommodate about ten large ships. Extensive as these improvements may appear, the Council are of opinion that the increase of the trade of the port warrants their construction, and there can be no question that far greater outlay must yet be made, and important additional facilities be created, before all the advantages possessed by Montreal, as a receiving and distributing point, can be made apparent.

The Council regret that no adequate measures have yet been adopted by government to enable the St. Lawrence route from the upper lakes to compete in cheapness with the route through the Erie Canal to New-York and the New-England States. The means by which this desirable result might be accomplished have, since 1848, been constantly urged by

this Board on the attention of the government, but hitherto without effect, and when it is considered that with our canals and railways completed, we fail to attract more than *seven per cent.* of the trade of Western Canada and the Western States down the St. Lawrence, and that ninety-three per cent. of that interior trade flows through the canals and over the rail-roads of New-York, such a statement ought to command the attention of the country. Although the receipts at Montreal of flour, wheat, peas, corn, barley and oats have increased from equal to 3,793,907 bushels in 1859, to 6,558,245 in 1860; yet at New-York, equal to 52,787,190 bushels were received in 1860, against 28,224,340 in 1859, showing a larger proportionate increase, and indicating the magnitude of that business we have the opportunity to share.

In view of these facts the Council are of opinion that without an enlargement of the Welland Canal, and the construction of a canal into Lake Champlain, as so often urged by the Board, the trade of Western Canada and the Western States must continue to flow as now through American channels, leaving our Canadian canals and railways comparatively deserted, and consequently unremunerative, while the interest in the capital invested in these public works has to be paid by excessive duties on imports. The Council refer to this important matter because they desire to express their decided belief, that with the navigation improved and perfected, and the facilities for water power at Montreal developed, this port would control an enormous trade in western produce as the most advantageous point for distribution, with reference to either home consumption or foreign demand, while the cheap return tonnage furnished would greatly benefit the St. Lawrence as a competing route for imports to the Western States.

The subject of a bankrupt law will probably engage the attention of the legislature at its present sitting, and this important question should at once receive the attention of the Board. The Council are, however, strongly of opinion that any such act should apply to both sections of the province; that it should be very simple in its provisions, defining clearly what are acts of insolvency, affording speedy and inexpensive means for creditors becoming possessed of the debtors' effects; and while protecting the honest, should provide means of signally punishing the fraudulent trader. Numerous signed memorials having been presented to the Council, asking for certain alterations of the constitution, and for an improvement in the efficiency of the Board of Arbitration, the matter was placed in the hands of a committee, who reported in favor of a new by-law extending the period of voting for office-bearers and making other suggestions which were prepared to be laid before the last quarterly meeting, but which, in consequence of there being no quorum, must now be laid before the annual meeting.

The retiring Council recommend to their successors' attention the question of securing inspection of grain at this port, and they would also urge the importance of a Port Warden's office being created, whose duties would be the survey of vessels in loading and discharging, under such regulations as might be found in the custom of other ports; there can be no doubt that rates of insurance by the St. Lawrence might be thereby considerably reduced.

JOHN YOUNG, *President.*

Montreal, 23d March, 1861.

NAUTICAL INTELLIGENCE.

NEW LIGHTS ESTABLISHED.

I. SURINAM RIVER. II. TURK'S ISLAND. III. FIXED RED LIGHT AT KATAKOLO, (WEST COAST OF THE MOREA.) IV. AUCANADA ISLAND, (EAST COAST OF MAJORCA.) V. CORUNA, (SPAIN.)

The following information is communicated through the Light-House Board at Washington for the information of merchants:

1. *Light-Vessel off mouth of Surinam River.*—Official information has been received, through the Department of State, that the light-ship moored off the mouth of Surinam River is to be anchored in a different position on the first of April, 1861, as follows: In place of being anchored outside of the buoys, (there being three,) it is to be placed at the second, in sixteen feet water, low tide, Bram's Point bearing south 46° east. The burnt bush, south 81° east. The outer buoy, north $\frac{1}{4}^{\circ}$ west.

The light is white, and can be seen about eight miles in clear weather.

According to former advice, vessels making land to the windward, in the night, will do well to anchor till daylight.

2. *Light-House at Turk's Island.*—Official information has been received, through the Department of State, that a light-house has been erected on the north point of Grand Turk Island, showing a white light, revolving every 27 seconds, with a continued dim light between intervals of the strong flashes.

The tower is 60 feet in height, painted white, and is situated 400 yards S. 50° W. of the extremity of the point, with a focal plane elevated 110 feet above the mean level of the sea.

The position of the light is, latitude $21^{\circ} 32'$ north. Longitude $71^{\circ} 7' 40''$ west.

The light is visible from all points, except where it is eclipsed by the Cays lying to the southward of the Grand Turk. The fixed part of the light will, under favorable conditions of atmosphere, be visible from a height of 10 feet above the level of the sea at a distance of 7 nautical miles, whilst the flash will be visible 15 nautical miles.

Directions.—Vessels running for the Turk's Island passage from the northward must endeavor to make the light on a bearing to the westward of south, as its range does not extend sufficiently far to guard against the dangers lying off Cape Comete, East Caicos.

A reef runs off from the north point of Grand Turk. Its extreme bears from the light N. E., (magnetic,) distant three miles, and from thence extends southerly, and runs parallel with the east side of the Cay at the distance of two miles; and, consequently, vessels, on making the light between the bearings of S. W. and W. should (if intending to take the Turk's Island passage) be careful to avoid that danger.

On the bearing of south the light may be safely approached to within two miles, and have the passage open. This light cannot be seen from the dangers at the southern entrance of Turk's Island passage.

MEDITERRANEAN—WEST COAST OF MOREA.

3. *Fixed Red Light at Katakolo*.—Official information has been received, that on and after the 6th day of February, 1861, a light would be exhibited from the extremity of the jetty in the course of construction at the port of Katakolo, situated in the bay of that name, on the east side of Cape Katakolo, on west coast of the Morea.

The light is a *fixed red* light, placed at an elevation of 33 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 four miles.

The light-house is of skeleton wood-work, at the end of the jetty, and at 240 yards from the shore. Its approximate position is given in lat. $37^{\circ} 41' 30''$ N., long. $21^{\circ} 24' 9''$ E., or by the admiralty charts, in $37^{\circ} 39' 10''$ N., long. $21^{\circ} 20' 50''$ east of Greenwich.

MAJORCA, EAST COAST.

4. *Fixed Light on Aucanada Island*.—Official information has been received, that on and after the 15th day of May, 1861, a light will be exhibited from a light-house recently erected on the east and highest part of the island of Aucanada, in Alcudia Bay, east coast of Majorca.

The light will be a *fixed white* light, placed at an elevation of 77 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 nine miles. The illuminating apparatus is dioptric, or by lenses, of the sixth order.

The tower is circular, 49 feet high, painted white, and surmounted by a white lantern. It rises from the centre of the keeper's dwelling, and its position is in lat. $39^{\circ} 49' 50''$ N., long. $3^{\circ} 12' 24''$ east of Greenwich.

ATLANTIC—SPAIN, NORTH COAST.

5. *Fixed Light at Coruna*.—Official information has been received, that on and after the 15th day of May, 1861, a light will be exhibited from a tower recently erected on the platform of the castle of St. Antonio, at the north side of the entrance to Coruna.

The light will be a *white fixed* light, placed at an elevation of 56 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 ten miles. The illuminating apparatus is dioptric, or by lenses, of the fifth order.

The tower is twenty feet high, painted green, and surmounted with a white lantern. It rises from the centre of the keeper's dwelling, which is also painted green, and stands in lat. $43^{\circ} 22'$ N., long. $8^{\circ} 23' 6''$ west of Greenwich.

Position of the Cartaya Light-house.—Also, that the position of the light at Cartaya, on the left bank at the entrance of the river of Las Piedras, on the southwest coast of Andalusia, should be lat. $37^{\circ} 11' 50''$ N., long. $7^{\circ} 1' 6''$ west of Greenwich.

COMMERCIAL REGULATIONS.

TRANSPORTATION IN BOND TO CERTAIN PORTS DISCONTINUED.

The control of the warehouses of the government in the several States of South Carolina, Georgia, Alabama, Mississippi, Louisiana, Florida and Texas, having been usurped under the alleged authority of those States, and the officers of the customs acting under the authority of the United States having been forcibly excluded from their proper functions in the custody of merchandise and superintendence of the entries for warehousing and withdrawal, it has become impracticable to continue the privilege of bonding for transportation to those ports.

Collectors of the customs are accordingly hereby instructed that no entries for transportation in bond to those ports can be permitted until otherwise directed by this department.

In the case of merchandise entered for transportation before the receipt by collectors of these instructions, transportation bonds to the ports of South Carolina, Georgia, Alabama, Mississippi, Louisiana, Florida and Texas, will be cancelled on payment of the duties at the collector's office at the port from which the goods were shipped, on the collector being satisfied, by the affidavit of the party, to be filed with the bond, that the merchandise arrived at the port of destination *after* the United States officers at such port had ceased to issue the lawful cancelling certificate.

CUSTOMS REGULATIONS IN BRAZIL.

The London *Times* contains the following communication regarding the recent customs regulations adopted by the Brazilian government :

"Sir,—With reference to the obstructive policy on the part of the Brazilian government about the clearances of vessels, I supply you with particulars of its retrograde operation. The first vessel has just been cleared, after ten days' tedious and continuous labor of nearly the entire staff of an office. It is no great figure of speech to say that acres of paper are required to clear a vessel. The vessel in question is a small craft, and, among other portions of her cargo, has about twenty tons of iron on board, which contain probably about five hundred bars in the whole. Now, the weight of every bar must be specified. This might have done very well in the olden times of Portuguese corruption, when 'rattage' was charged in every account of sale, not excepted from iron and braziers' copper. The bills of lading are covered with figures and writing, and how or where to endorse one nobody can tell. The manifest is nearly fifty feet in length, and three copies have to be made out before the vessel can be cleared. The paper alone for the documents, exclusive of the bills of lading, actually cost 10s. Hitherto the conduct of the Brazilian government has been one of enlightenment and progress, and this sudden and unaccountable move of 'backwardation' has astonished and confounded all her best friends. Among other foolish and other impolitic measures is the imposition of an export duty on coffee, under the absurd

notion that it will come out of the foreigner's pocket instead of the planter's. If Brazil were the only coffee-producing country, then it would come out of the foreigner's, and ultimately out of the consumer's pocket; but inasmuch as Brazil is only one out of many coffee-producing countries which compete with her in foreign markets, it is clear it must be a tax on the Brazilian farmer, and cripple his means of competition with other countries producing the article."

A meeting of merchants and brokers connected with the Brazilian trade was recently held at the Cotton Sales-room, Liverpool, for the purpose of considering the propriety of memorializing the Brazilian government on the subject of the vexatious detail in ships' manifests required under the Brazilian tariff. Mr. W. C. MILLER occupied the chair, and eventually a committee was appointed to consider the advisability of appealing directly to the Brazilian Minister, or through the Chamber of Commerce, or both conjointly.

TRADE OF THE OTTOMAN EMPIRE.

It is understood that the new commercial treaties between Turkey on the one part, and England and France on the other, came into operation on the 13th of March. The change is likely to prove highly beneficial, and all countries will equally participate in its advantages. Under the commercial treaty of 1838 the import duties were fixed at five per cent., and the export duties at twelve per cent. By the present treaty, which is for twenty-eight years, with right of revisal in ten years, both the export and import duties are to be placed, in the first instance, at a uniform rate of eight per cent. *ad valorem*, but with the condition that the export duties shall be reduced one per cent. annually for seven years, when they will be brought down to one per cent., which will then be permanent. This will clear the way for a vast and steady augmentation of trade, since the advance of the import duties from five to eight per cent., which is considered absolutely necessary to provide for the revenue of the country, will not, it is believed, even for the moment, have any appreciable effect in checking the consumption of foreign manufacturers; while the reduction of the export duties gradually, to a point at which they will be merely nominal, will enable buyers to obtain much larger supplies of produce, the profits from which will lead the Turkish agriculturist to become, in a proportionate degree, a better customer in distant markets. Already the exports of Great Britain to Turkey are of an amount nearly equal to those of France, and far superior to those of Russia, the total last year being £4,408,000; while France, even under the operation of the new treaty, did not take more than £5,249,000, and the amount to Russia was only £3,267,000.

With regard to the prospect of reforms in the interior fiscal administration of Turkey, it appears from recent advices that the government has given assurances that a commencement shall at once be made—a project for the formation of a company to promote the growth of cotton in Asia Minor, in the district opened up by the Smyrna and Aidin Railway, having been entered into on that understanding.

The new treaty embraces all parts of the Sultan's dominions, including Egypt and the Danubian Principalities.

THE FRENCH FISHERIES.

The *Moniteur* contains a long report to the Emperor from M. COSTE, of the Institute, "On the Organization of Fisheries, as regards the increase of the naval force of France." He begins by stating that the production of oysters on the plan recommended by him, has taken such a prodigious development, that in the Ile de Ré alone, more than 3,000 men, who have come from the interior, have already established 1,500 parks, which produce annually about 378,000,000 oysters, of the value of 6,000,000*l.* to 8,000,000*l.* These men have also formed themselves into associations for the defence of their common interests. Those associations and others like them, which could be formed on different parts of the coast, might, instead of confining themselves to the production of oysters, establish parks for the production of soles, ray, turbot, lobsters, crabs, &c. But the formation of the parks would not only cost considerable sums, but would necessitate the employment of vessels in which the men could go out to sea to fish; and that course again would necessitate further outlay. As the men have not the funds to do all this, M. COSTE suggests that advances shall be made to them by what are called the Maritime Caisses de Retraites, subject to the condition of their paying back three per cent. per month of the produce of their fishing, in addition to the three per cent. which they are already bound to pay to the said Caisses, in order to obtain relief in sickness or in old age. He adds, that such a payment would not be in any way burdensome to them, and would besides in time make them proprietors of vessels, parks, &c., paid for by the means of the advances. As several millions are granted annually for the encouragement of the Newfoundland fisheries, M. COSTE submits that there is nothing unreasonable in what he proposes, and he affirms that, if his suggestion be acted on, a vast increase would be made to the maritime population, which augmentation would naturally strengthen the Imperial navy. He likewise observes that the fishing associations which he wishes to see established would not only provide a large and constant supply of fish for the inland towns, and thereby create an important branch of trade, but might lead to obtaining fish, insects and plants in great quantities for manure.—*London Times.*

TRADE WITH JAPAN.

The following communication has been received by the Manchester Chamber of Commerce from the Board of Trade:—Office of Committee of Privy Council for Trade, Whitehall, 8th April, 1861. Sir,—I am directed by the Lords of the Committee of Privy Council for Trade, to request that you will inform the Committee of the Manchester Chamber of Commerce that they have received, through the Secretary of State for Foreign Affairs, a copy of a despatch from Her Majesty's Minister in Japan, together with enclosures, consisting of a report, with patterns, chiefly of woven fabrics in cotton, specifying articles of this description suitable for the Japanese markets. The report and specimens may be inspected on application at this office.

I am, Sir, your obedient servant, J. EM. TENNENT.

The Secretary of Chamber of Commerce, Manchester.

GREAT BRITAIN AND THE AMERICAN WAR.

The following proclamation, dated May 13, 1861, has been issued :

VICTORIA I.—Whereas, we are happily at peace with all Sovereigns, Powers and States, and whereas, hostilities have unhappily commenced between the government of the United States of America and certain States styling themselves the Confederate States of America, and whereas, we, being at peace with the government of the United States, have declared our royal determination to maintain a strict and impartial neutrality in the contest between the said contending parties : we, therefore, have thought fit, by and with the advice of our Privy Council, to issue this our royal proclamation. [The provisions of the Foreign Enlistment Act are here cited.] And we do hereby warn all our loving subjects, and all persons whatsoever entitled to our protection, that if any of them shall presume, in contempt of this our royal proclamation and of our high displeasure, to do any acts in derogation of their duty as subjects of a neutral sovereign in the said contest, or in violation or in contravention of the law of nations, as for example, more especially, by entering into the military service of either of the said contending parties as commissioned or non-commissioned officers or soldiers ; or by serving as officers, sailors or marines on board any ship or vessel of war or transport of or in the service of either of the said contending parties ; or by serving as officers, sailors or marines on board any privateer bearing letters of marque of or from either of the said contending parties ; or by engaging to go or going to any place beyond the seas with intent to enlist or engage in any such services ; or by procuring, or attempting to procure within her majesty's dominions, at home or abroad, otherwise to do so ; or by fitting out, arming or equipping any ship or vessel to be employed as a ship of war or privateer or transport by either of the said contending parties ; or by breaking or endeavoring to break any blockade lawfully and actually established by or on behalf of either of the said contending parties ; or by carrying officers, soldiers, despatches, arms, military stores or materials, or any article or articles considered and deemed to be contraband of war, according to the law or modern usage of nations, for the use or service of either of the said contending parties. All persons so offending will incur and be liable to the several penalties and penal consequences by the said statute or by the law of nations in that behalf imposed and decreed.

And we do hereby declare, that all our subjects and persons entitled to our protection, who may misconduct themselves in the premises, will do so at their peril and of their own wrong, and that they will in nowise obtain any protection from us against any liabilities or penal consequences, but will, on the contrary, incur our high displeasure by such misconduct.

THE DUTY ON COFFEE.

BOSTON, June 13th, 1861.

To the Editors of the Merchants' Magazine :

AGREEABLY to your request, at the time of our conversation about the effect of a duty on coffee, and the revenue to be derived therefrom, I now give you my views in writing, and more in detail, in relation to the same. The first and most important point to consider is, I think, the rate of duty that will give the *most* revenue at the least cost to the consumer and the country.

In order to come at this, we have next to consider the extent of consumption and the effect of price upon it. We have found the past year of 1860, that the range of prices for good and best qualities of Rio coffee, if 12 @ 14½ cents per lb., say is 15 @ 20 per cent. above the average of the two or three previous years, has not decreased consumption to the extent of the rise in price against an average sale or consumption, as commonly estimated, for several years previous, of 220,000,000 @ 225,000,000 lbs. per year. We have sold, last year, about 190,000,000 lbs. from first hands. The stock remaining in second and consumers' hands, however, at the end of the year, being much smaller than usual, it follows that the actual consumption was more than 190,000,000 lbs. It is fair to assume, therefore, that, with a necessity for higher prices in the shape of a duty, and when once familiar with it, 14 @ 16 cents even would not check consumption beyond 10 @ 15 per cent. probably, if that, after the first year, which might, from obvious reasons, be more, especially as the first effect of a duty would be to raise the price more, probably, than it would rule at after supplies came regularly again from abroad. Looking at the ruling prices in Rio for the past few years, and in other producing countries, it is nearly certain, from past experience of the effect of duty on the cost in producing countries, that 5 cents duty could be borne without raising the price of Rio coffee here to over 14 @ 16 cents for good and best qualities, for an average of several years, and probably less.

You will see by this that I assume that the producing country will pay one-third to one-half the duty, which has usually been found to be the case with any considerable duty, not to say invariably; and it is but reasonable and necessary that it should be so, more or less, as a little consideration will prove, viz.: The effect of duty is to check importations, and also consumption. This reduces the demand and competition to buy in the producing country, and thus reduces the cost. I think it is quite clear, therefore, that we should in all probability have coffee at not over 2½ or 3 cents per lb. additional cost to the country, with a duty of 5 cents per lb., taking an average of several years together. The present duty in Great Britain is 3 @ 6 cents per lb., which is less than formerly, and, compared with tea, a low duty, as tea pays 1s. 5d., or 33 to 34 cents per lb.

The duty of 5 cents on coffee, I judge, would give nearly as much revenue as any higher duty at present, unless, from increase of growth

or abundant crops, the price should fall so low as to bear a higher duty equally well. A lower rate of duty, as it would effect consumption less, and offer less check to free importations, would, I conceive, be borne in a larger proportion by the consumer; so that, if the object is the *most* revenue at the *least cost*, about 5 cents, I should judge, at present range of prices, would be nearest right. If a higher rate would give more, it would become onerous to many, or cut off many consumers; whereas, at $2\frac{1}{2}$ @ 3 cents additional cost per lb., as I have assumed, it is very little upon an average consumption of 7 lbs. per head per annum for the total white population of the country. Assuming that the consumption will range from 180,000,000 @ 200,000,000 lbs. per annum for some years, upon an average, which is very safe, I think, a duty of 5 cents will give \$9,000,000 to \$10,000,000 revenue, at a cost, actually, of about \$5,000,000 to \$6,000,000 only to the country, probably.

The same facts and reasoning applies to tea, sugar and molasses. The duty on tea, I should suppose, would not be in the same proportion to coffee as the English duty, which is nearly six times that of coffee. The reason for this may be because England consumes very largely of tea, viz., nearly double the number of pounds of tea that she does of coffee, and with a view to obtaining the most revenue; whereas, with us it is exactly opposite—we consume seven to eight times the amount of coffee that we do of tea. The average cost of tea is three to four times that of coffee; and if three times be taken and 15 cents per lb. on tea be fixed upon as the duty, it would be a fair proportion, I should say, and give \$4,000,000 @ \$4,500,000 revenue, I judge.

The present sugar duty of $\frac{3}{4}$ c. can be doubled, and not much exceed, if any, the previous duty of 24 per cent. *ad valorem*. Upon these four leading articles we may estimate the revenue as follows, to take a low estimate, in quantities, for the whole country, as it has been:

Coffee,	180,000,000 lbs.	per year, at 5 cents duty per lb.,	.....	\$9,000,000
Tea,	30,000,000 "	" " 15 " " "	.....	4,500,000
Sugar,	700,000,000 "	foreign import, at $1\frac{1}{2}$ cents per lb.,		10,500,000
Molasses,	30,000,000 galls.	" at 4 cents per gall. duty,	.....	1,200,000
				<hr/>
				\$25,200,000
Present sugar and molasses duty, one-half the above,			.....	5,850,000
				<hr/>
				\$19,350,000

If my data and reasoning are nearly correct, therefore, about \$20,000,000 additional revenue can be easily raised upon these four articles, and at a cost to the country of about two-thirds that amount, the balance being paid by the cheaper cost in producing countries. I should have remarked, that the duty on sugar in England is 12s. to 13s. per cwt. on brown and yellow sugars, or nearly double the rate of $1\frac{1}{2}$ cents per lb. fixed upon above.

This mode of raising money by duties is certainly not only a great saving to the country, compared with direct taxation, which is attended with additional expense in the collection, and objectionable on many accounts, but is especially free from the annoyance and irritation often to individuals, growing out of direct taxation. Yet, as nearly all consume these articles, and more or less according to their means, the amount to each is very small, and equitably distributed. G.

FOREIGN CORRESPONDENCE

OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW.

LONDON, *May 31st*, 1861.*To the Editors of the Merchants' Magazine :*

PUBLIC attention has been intensely directed, during this month, to the struggle unfortunately pending in the United States; and the action of the executive towards either party has been closely watched lest any disagreement might occur on any point. And well may it be so, when we consider how important are the relations of commerce with the United States; how dependent are our manufacturers on the supply of cotton, the first of our raw materials, and how extensive is the American market for British manufactures. The proclamation issued by the British government warning British subjects from taking any part, or receiving any commission from either party, the same being illegal under the Foreign Enlistment Act, has been commented upon, as it seems to acknowledge the belligerent right of the Confederate States to issue letters of marque. But it is scarcely liable to such a construction. It is quite certain that by international law the State alone has power to commission national vessels to assist in carrying on the war; and that unless the privateer assumes for the time a national character, it must be considered as a pirate. Are the Confederate States to be considered as sovereign States or as rebel provinces? It is certainly premature for the British government to express an opinion on the subject, though it has been the policy of this government to recognise any new arrangement as a matter of fact; on the reasons of which it has no business to enter. It is much to be regretted that the United States government did not concur in the declaration of the European powers at the Congress of Paris, in 1856, respecting privateering, though the demand that private property at sea should be respected in war was most just and proper.

The British legislature has been for a considerable time engaged in discussing the Budget, and more especially the policy of abolishing the paper duty. The debate was long and vigorous, but a majority of fifteen saved the government, and the measure is safe. We need not expect this year any untoward stoppages in the House of Lords. Although their right to consider, accept, reject or alter all bills, whether financial or otherwise, is incontestable, and they were glad to exercise such right last year, when the condition of public finances really justified their interposition against the abandonment of a large sum of revenue, there is nothing this year that will in the least countenance such a course, and the bill will pass safely. I send you the bill as it now stands before the House.

The bankruptcy bill, however, which has been remitted to a committee of the House of Lords, has undergone a searching scrutiny, and many of the most important clauses have been struck out. The bill has just been laid before the House, as amended, but is not yet printed to en-

able me to send it to you. What may be the fate of the measure it is difficult to say. The Chambers of Commerce and all public bodies were quite satisfied with it as it was, at least in its main features, and it will depend on the nature of the changes made in it whether it will pass or not this session.

The trade marks bill has passed the House of Lords and is now before the House of Commons. Considerable opposition has, however, been raised to it, principally by those who are in the habit of using the trade marks of other manufacturers to give currency to their own goods. That such a practice must be stopped by making it criminal, is quite clear; and I sincerely hope the government may be strong enough to pass it.

I send you this day several public documents of interest, such as the Statistical Abstract for the United Kingdom, a paper full of commercial information of great value; the correspondence with the United States government respecting the blockade, and the reports on the conveyance of mail between Galway and America. From the last of these documents it appears that the Galway contract is to terminate, but Viscount PALMERSTON stated in Parliament that the British government are not unwilling to encourage the most direct communication between the United Kingdom and America, but any proposal must be founded on open competition.

I send you also a return on the consumption of tea, showing the wonderful increase in the quantity consumed. The committee on the income and property taxes is still sitting. The bill on copyright in works of art has been remitted to a committee. There is a bill before the House of Commons to introduce into Ireland the same summary procedure on bills of exchange as it now exists in England and Wales.

You will have observed that the value of the exports of British produce and manufacture to the United States in the quarter ending 31st March, 1861, was £4,147,019, against £5,886,357 in the similar period in 1860, and £6,271,993 in 1859. A division is now made in the Board of Trade accounts in our exports to the United States, viz.: ports on the Atlantic, northern; ports on the Atlantic, southern; ports on the Pacific.

The total exports in the four months ending 30th April, 1861, amounted to £38,574,462, against £41,834,347 in the similar period in 1860, and £41,851,524 in 1859.

Among the important combinations lately formed to promote the import of cotton from other countries into England, the following will show that secession has defeated its own object, *i. e.*, the supremacy of Southern commerce.

1. The British Cotton Company, Manchester. 2. The Manchester Cotton Company, Manchester; capital \$5,000,000; chairman, THOMAS BARZLEY, Esq., M. P. from Manchester. Sphere of operations, India and Australia, &c. 3. The East India Company; capital \$1,250,000, London. 4. The Jamaica Cotton Company, London; capital \$100,000; chairman, SAMUEL GURNEY, Esq., M. P. 5. The Coventry Cotton Company, Coventry; capital \$250,000.

These are among the first results of the alarm now felt as to the cotton supply in England. There are, in addition to these, two societies with wide reach, which will soon tell powerfully upon the question. One is the Cotton Supply Association, of Manchester, which is now actually stimulating cotton production in India, Australia, Africa, the West Indies

and other tropical regions. The other is the African Aid Society, of London, formed to aid American free blacks to emigrate to Africa and the West Indies, where they may engage in the cotton culture. Its object is nearly identical with that of the Colonization Societies, superadding the idea of cotton culture as an immediate work for the free blacks. The chairman is Lord ALFRED S. CHURCHILL, M. P., and its officers comprising Lord CALTHORPE, the Bishop of Sierra Leone, Lord ROLLO, Hon. W. ASHLEY, Admiral SEYMOUR, Sir C. EARDLEY and many other distinguished men.

It has formed branches in Glasgow, Manchester, Birmingham and other towns, and bids fair to greatly aid in ameliorating the condition of the negro race. The friends of that cause embrace many of the leading minds in Great Britain. The determination is to deliver England from dependence upon the South. African cotton can be delivered at Liverpool for 4½d., which is much cheaper than American, and of an average quality. Let the merchants connected with the Southern trade not forget these facts. In any event of this war, secession has opened the eyes of the British, and the South has lost the monopoly of the cotton trade.

Lord JOHN RUSSELL has officially requested the British consuls to stimulate cotton culture throughout the British tropical dominions.

Soon after Mr. CHARLES F. ADAMS, the new American Minister, landed at Liverpool, in May, he was waited upon by the Mayor and by a deputation from the American Chamber of Commerce, who presented to him an address.

In reply his Excellency said: Mr. President and Gentlemen of the American Chamber of Commerce: I heartily accept of your cordial greeting on my arrival in this great city. It is now more than forty years since I left these shores. I was then a boy, and now I am past the age of middle life; but the interval of time has produced far greater changes in the relations between the country I now represent and the kingdom of Great Britain than any I can trace relatively in myself. As I watched the progress of discharging the letter bags from the steamer in which I have just made my passage, and reflected how often the same process is now repeated by means of such admirable nautical despatch, I felt in its full force the ever-increasing magnitude of the commercial relations between the two countries, and the importance of aiding, by every practical method, in developing them to their fullest extent. The progress of your city, gentlemen, manifests the great expansion of the same ideas. Long may it continue, by cultivating the arts of peace, to present the strongest inducements to the preservation of harmony between the nations. I come here desirous only to develop the fraternal relations to which you have been pleased to allude in your address to me. Such I believe to be the wish of the government of the United States, which has sent me, as well as of a very large portion of the people, irrespective of any personal differences that may now unhappily prevail among them. Permit me here to concur with you in the hope and the trust, that time and trial will bring round a better state of feeling there, so that we may all once more unite and co-operate in the blessed work of promoting the prosperity of the civilized world. Not doubting that this would be joyfully hailed by you in your respective useful vocations on this side, I can only pledge to you all my individual efforts to contribute to the same result.

JOURNAL OF AGRICULTURE.

COTTON FLAX OR FIBRILIA.

THE objects sought to be attained in producing fibrilia are to bring out a practical substitute for cotton, which may be grown in the northern States, and which will have a tendency to connect and equalize the agricultural with the mechanical and commercial interests of the North.

The principal causes of failure in times past, in bringing forward flax as a cheaper article of manufacture suited to practical and universal use, have been, first—the great labor to the agriculturist in order to maintain a clean and even straw in bundles suitable for breaking. This could only be done by pulling and threshing by hand, and in the process of rotting the flax.

The production of flax for making flax cotton or fibrilia, as well as the manufacture of it into cloth, is conducted upon a much more practical and economical scale. The flax or straw may be cut by a scythe, a mowing machine, or cradled. The seed may be threshed out by any ordinary threshing machine. The rotting process is dispensed with altogether. There are flax mills now in use for breaking and cleaning the straw, which are capable of dressing from two to five tons per day, and even going as high as ten tons in ten hours. The dressing of flax is entirely different from the old method, as well as the manufacture of it into cloth. Machines have been perfected for dressing and preparing flax to be carded and spun on cotton machinery. The foundation is laid, and it is with us, the American people, to exhibit its permanent and practical value to the world.

If any one of your readers will give his name and post-office address, I shall be happy to render him such information as I may be in possession of in connection with this subject.

CHARLES BEACH.

PENN YAN, YATES Co., N. Y., 1861.

In connection with the foregoing, we received a circular stating that in 1848 Mr. BEACH, together with his father and brother, invented and applied for, and took out letters patent for a machine to dress and prepare flax to be spun on cotton machinery. Mr. BEACH constructed a full-sized working machine, with which he dressed ten tons of straw, producing five tons of flax cotton daily, with the aid of one man, and that the lint was in perfect condition. He has waited twelve years for a market for this lint, and would now be glad to know what is its market value, unbleached. Mr. BEACH is confident that if a demand will spring up, making the manufacture as profitable as any other branch of agriculture, the want will be met fully and promptly.—EDS.—*Rural New-Yorker*.

JOURNAL OF LIFE INSURANCE.

WAR RISKS OF LIFE INSURANCE—LETTER FROM ELIZUR WRIGHT.

ELIZUR WRIGHT, Secretary of the Massachusetts Board of Insurance Commissioners, having been applied to for information concerning war risks in life insurance policies, makes the following reply.

OFFICE OF THE MASSACHUSETTS INSURANCE COMMISSIONERS,
Boston, April 21, 1861.

My Dear Sir: My opinion, not mathematically a very positive one, as to the proper rate to be charged on northern lives for permission to engage in the military service of the government in the present emergency, was formed some time ago, after a careful consideration of the facts then within my reach, and thus far I have seen no reason to change it.

The military statistics which we have, assuming their accuracy, throw but a feeble and flickering light on the question of military risks. Taking modern wars of first rate European powers along with our own military experience, the extra mortality varies all the way from 0 up to 20 per cent. per annum on the mean force. This extra mortality may be divided into three parts:

First.—The enhancement of ordinary diseases, which varies according to circumstances of commissariat, medical arrangements, climate, fatigue of marches, &c., &c.

Second.—Deaths from casualties in action; the ratio of these to the forces engaged in the service has varied greatly, but not so much as that of the deaths by disease, and it is not nearly so large. In many very important wars it has been less than one per cent.

Third.—The mortality which shows itself after the war, from disease or vicious habits contracted in the service. As to the amount of this, we are left almost entirely to conjecture. It must be considerable for the mass, but would probably not be large for such lives as in times of peace resort to life insurance, and could be guarded against in some measure as to lives seeking insurance now by judicious selection. Men of character may undergo great hardships with even a beneficial effect on their vitality.

Allowing to blind fortune its full share in the government of military matters, it is obvious enough that the ratio of mortality in past wars has depended greatly on the palpable circumstances belonging to each, and that in predicting that which will rule in the present war we must carefully consider the relative position, strength and means of the parties. This war has really no precedent in the history of the world, either among foreign, civil or servile wars.

A government cordially supported by eighteen millions of people, possessed of ample means, inspired with a common enthusiasm, is called on to suppress a rebellion got up, amidst a population of ten millions, more than one-third of whom are slaves, by a small minority of the free population, and entirely in their interest. The country controlled by the conspirators has no navy, small manufactures, little available wealth at home, and no credit abroad. It appears to me, that while the war may cost the insurgents much blood, the government must be sadly deficient in both statesmanship and generalship, if it does not conquer a permanent peace at a very moderate cost of life on its part. Whatever prejudices or predilections may be entertained at the North, a military necessity now dictates that property in slaves, the cause of rebellion, must be sacrificed for the salvation of the country. Such sacrifice involves nothing barbarous, wasteful of life, or beyond the constitutional power of the government at such an emergency.

It will necessarily take place by throwing upon southern soil at two or three commanding points sufficient force to ensure the protection of life, liberty and all other species of property to all the population who will stand by their allegiance to the government, or return to it. The peculiar institution of the South renders it impossible for its extemporized government to concentrate a force sufficient to parry a blow of this sort, and it must necessarily make the best terms it can—among which will doubtless be a stipulation for the extinguishment of that claim of property in man which caused the war.

The Montgomery government, even if it had full time to organize, consolidate and avail itself of all its possible resources, would only be strong for aggressive war on a weak people. If the British government, at the time of our revolution, had had no slaves of its own and only the slave States to subdue, I think the forces it landed on southern soil would have done the work without suffering an extra mortality of more than one per cent. And while our government can have two hundred thousand troops for the arming, I do not believe it need sacrifice one per cent. of its army, or more than the time between this and July 4th, to end the question and seal the perpetuity of the Union.

There has been great danger that the conspiracy would gain some important advantage over our government while it was in a disorganized state; but that is passed. Now, I can liken the war only to that between the enraged bull and the locomotive. The natural brute is sure to get the worst of it, while, with caution and a cow-catcher, the artificial will convert its antagonist into harmless beef with no material damage to itself.

From all these considerations I am inclined to think the chances are in favor of the companies not losing by granting military permits at two per cent. But their position is so strong that I think they can shoulder some loss, and their constituents would cheerfully justify them in doing it. True prudence seems to be just now in over-doing rather than under-doing. The flag must be sustained, or our institutions sink into a common ruin.

Yours truly,

ELIZUR WRIGHT.

COMMERCIAL CHRONICLE AND REVIEW.

THE month of June has been marked with extreme dullness in commercial circles. The failures among dry goods firms, grocers, in the leather trade, hardware trade, &c., within the two months past have been numerous and heavy. The entire cessation of remittances from the seceding States, on account of indebtedness to New-York and other cities, has forced numerous houses, which were previously considered substantial, to suspend payment. Activity has prevailed among those articles in demand for war purposes. Fire-arms, ammunition, ready-made clothing, blankets, heavy shoes, and a few other articles in immediate use for the troops, command good prices and find ready sale. The entries of foreign goods for consumption in May, 1861, were less than one-fifth of May, 1859. We annex the summary for four years:

VALUE OF IMPORTS AT NEW-YORK FROM FOREIGN PORTS FOR THE MONTH OF MAY.

	1858.	1859.	1860.	1861.
Dutiable for consump.,	\$ 6,574,612 ..	\$ 15,222,311 ..	\$ 10,515,411 ..	\$ 2,889,588
Foreign, free,.....	1,928,573 ..	3,462,285 ..	1,845,020 ..	2,730,568
Entered for warehouse,	2,626,978 ..	4,746,614 ..	4,436,600 ..	5,842,313
Specie and bullion,...	324,540 ..	122,436 ..	96,060 ..	3,486,812
Total imports,.....	\$ 11,454,703 ..	\$ 23,552,646 ..	\$ 16,893,091 ..	\$ 14,949,281
Withdrawn,.....	2,665,573 ..	1,628,434 ..	2,475,067 ..	1,606,864
Total,.....	\$ 14,120,276 ..	\$ 25,181,080 ..	\$ 19,368,158 ..	\$ 16,556,145

Those for May do not vary in their characteristics from those of each month since October last. An importation of specie largely exceeding the export—in fact, reversing the usual course; a large exportation of domestic products, double in value the corresponding month of the two previous years; a diminished importation, of which a large proportion is allowed to remain in bond, in the absence of a market—these are the distinguishing features which have prevailed for seven months. The prospects of a revenue under the present tariff, while Treasury notes are received for duties, are by no means flattering. The revenue for May was lower than for any month since October, 1857, when it was reduced by the panic. The following statement gives the totals for the eleven months of the fiscal year:

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

	1858.	1859.	1860.	1861.
Six months,.....	\$ 34,702,441 ..	\$ 27,994,834 ..	\$ 36,371,058 ..	\$ 59,924,431
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
May,.....	4,606,578 ..	5,914,750 ..	6,370,381 ..	11,603,698
Total,.....	\$ 59,453,121 ..	\$ 54,409,925 ..	\$ 70,944,438 ..	\$ 114,702,876
Specie for same time,.	33,727,897 ..	39,342,463 ..	49,265,566 ..	23,616,615
Total exports,.....	\$ 93,181,108 ..	\$ 93,752,388 ..	\$ 120,200,004 ..	\$ 138,319,491

The exports of domestic produce for the month of May are largely in excess of those of last year, and also exceeding those of any month of the current year. We annex details for four years :

VALUE OF EXPORTS FROM NEW-YORK TO FOREIGN PORTS FOR THE MONTH OF MAY, 1858—1861.

	1858.	1859.	1860.	1861.
Domestic produce,	\$ 4,262,789 ..	\$ 5,180,652 ..	\$ 5,812,190 ..	\$ 10,855,709
Foreign mdse., dutiable,	229,990 ..	426,002 ..	248,270 ..	567,872
do. free,	113,799 ..	308,096 ..	309,921 ..	180,114
Total merchandise,	\$ 4,606,578 ..	\$ 5,914,750 ..	\$ 6,370,381 ..	\$ 11,603,695
Specie and bullion,	1,790,275 ..	11,421,032 ..	5,529,936 ..	128,900
Total exports,	\$ 6,396,853 ..	\$ 17,335,782 ..	\$ 11,900,317 ..	\$ 11,732,595

The imports for the fiscal year are nominally large, but in reality small. The importations warehoused form a large part of the whole. The following is a summary for four years :

FOREIGN IMPORTS AT NEW-YORK FOR ELEVEN MONTHS, ENDING MAY 31.

	1858.	1859.	1860.	1861.
Six months,	\$ 109,688,702 ..	\$ 91,082,433 ..	\$ 116,000,642 ..	\$ 120,542,384
January,	8,105,719 ..	19,447,962 ..	21,756,273 ..	26,827,411
February,	9,209,043 ..	18,848,370 ..	19,356,379 ..	16,341,707
March,	11,729,702 ..	20,820,456 ..	23,580,126 ..	18,204,351
April,	11,169,025 ..	22,425,629 ..	16,971,358 ..	14,886,393
May,	11,454,703 ..	23,552,646 ..	16,893,151 ..	14,949,281

Total 11 mos., \$ 161,356,894 .. \$ 196,177,486 .. \$ 214,557,929 .. \$ 211,751,527

The cash duties received at the port were, for the first six months of the fiscal year, higher than last year or the previous one, and are second only to the large revenues of 1857. For the month of April the duties were only one-half the average per month; and for May were less than one-third.

CASH DUTIES RECEIVED AT NEW-YORK.

	1859.	1860.	1861.
Six months, ending Jan. 1,	\$ 15,387,618 49 ..	\$ 19,322,060 96 ..	\$ 17,637,802 21
In January,	3,478,471 38 ..	3,899,166 17 ..	2,059,202 33
February,	3,328,688 93 ..	3,378,043 28 ..	2,528,736 83
March,	3,164,011 25 ..	3,477,545 74 ..	2,489,926 25
April,	3,212,060 49 ..	2,444,267 96 ..	1,643,261 99
May,	3,014,520 39 ..	2,466,462 76 ..	979,145 00

Total eleven months, \$ 31,585,370 93 .. \$ 34,987,546 87 .. \$ 27,338,074 61

It is thought that an additional revenue of twenty-five millions can be secured by duty on four articles, viz :

Coffee,	180,000,000 pounds, ..	5 cents, ..	\$ 9,000,000
Tea,	30,000,000 " ..	15 " ..	4,500,000
Foreign sugar,	700,000,000 " ..	2 " ..	14,000,000
Molasses,	30,000,000 gallons, ..	4 " ..	1,200,000

The duties levied on tea from 1816 to 1832 were as follows :

	1816.	1824.	1828.	1832.
Imperial, per lb.,	50 cents.	50 cents.	50 cents.	Free.
Gunpowder, "	50 "	50 "	50 "	Free.
Hyson, "	40 "	40 "	40 "	Free.
Hyson Skin, "	28 "	28 "	28 "	Free.
Souchong, "	25 "	25 "	25 "	Free.
Bohea, "	12 "	12 "	12 "	Free.

The loans required for the general government form a prominent topic of discourse among merchants in this city. The present market rates for the five and six per cents are lower than for many years. The lowest price in the month of May for the six per cents of 1868 was 80; and the highest, 95. For the five per cents, the range was 75½ @ 79. Some modifications of the tariff will be necessary in view of the urgent wants of the treasury. Tea, coffee and sugar will probably be taxed. The highest duty yet levied upon coffee was five cents per pound, and on sugar also five cents per pound. On tea the duty has reached fifty cents per pound.

Besides the proposed and probable loans to the general government, the States are in the market for several loans, viz.:

Pennsylvania State five per cent. loan, taken,.....	\$ 3,000,000
Indiana State six per cent. loan, June 22,	1,500,000
Illinois State six per cent. loan, June 25,	1,000,000
Michigan State seven per cent. loan, repayable 1886,...	500,000
Iowa State seven per cent. loan, repayable 1881,.....	400,000

The exports of breadstuffs to Europe continue large. We annex a summary of the export to Great Britain and Ireland, from September 1, 1860:

FROM	To	Bbls. Flour.	Bbls. C. Meal.	Bush. Wheat.	Bush. Corn.
New-York, June 14, 1861,		1,401,946	.. 2,532	.. 15,217,625	.. 5,951,478
New-Orleans, May 31, "		179,427	.. 996	.. 66,767	.. 1,464,267
Philadelphia, June 6, "		164,562	.. ..	.. 1,214,474	.. 641,709
Baltimore, " 6, "		126,013	.. 48	.. 937,670	.. 831,007
Boston, " 7, "		82,117	.. 106	.. 13,032	.. 14,100
Other ports, May 31, "		118,426	.. ..	.. 2,104,026	.. 15,451
Total,		2,072,501	.. 3,682	.. 19,553,594	.. 8,918,012
To about same period, 1860,		321,392	.. 522	.. 1,335,056	.. 1,601,131
" " 1859,		85,813	.. 58	.. 415,800	.. 332,714
" " 1858,		1,027,899	.. 140	.. 5,053,324	.. 3,165,533

TO THE CONTINENT.	Bbls. Flour.	Bush. Wheat.	Bush. Corn.	Bush. Rye.
From New-York, to June 4, 1861, ..	43,363	.. 1,077,626	.. 41,023	.. 70,861
From other ports, to latest dates, ..	7,792	.. 9,073	.. 3,042	.. ..

From the monthly circular of MESSRS. SAWYER, WALLACE & Co., of New-York, we extract the following summary of current prices of tobacco, compared with previous years:

TOBACCO.	1861.	1860.	1859.	1858.
Planters' lugs,	4 @ 5½ ..	4 @ 4½ ..	5½ @ 6 ..	7 @ 7½
Common to medium leaf, ..	6 @ 9 ..	5 @ 8½ ..	6½ @ 8½ ..	8 @ 10
Good to fine leaf,	9 @ 11 ..	9 @ 10 ..	9 @ 11 ..	10½ @ 12
Choice selections,	11 @ 13 ..	10½ @ 12 ..	11½ @ 12½ ..	12 @ 13

MONTHLY STATEMENT OF STOCK OF TOBACCO.

	Ky. & Mo.	Va. & N. C.	Ohio.	Total Hhds.
On hand, May 1st, 1861,	13,709	.. 994	.. 4	.. 4,707
Received since,	3,381	.. 223	.. ..	.. 3,604
Delivered since,	2,733	.. 69	.. 1	.. 2,803
On hand, June 1st, 1861,	14,357	.. 1,148	.. 3	.. 15,508
	1861.	1860.	1859.	1858.
Stock in Liverpool, June 1, ..	17,140	.. 11,563	.. 10,715	.. 6,937
" in London, May 1,	18,913	.. 17,311	.. 12,503	.. 8,462
" in Bremen, May 1,	8,856	.. 7,853	.. 2,655	.. 3,793
" in N. Orleans, May 25, ..	17,937	.. 29,725	.. 26,481	.. 35,748
" in Baltimore, May 25, ..	12,728	.. 18,092	.. 24,521	.. 11,502
" in New-York, June 1,	15,508	.. 10,869	.. 8,260	.. 6,034
Hogsheads,	91,082	.. 95,413	.. 85,135	.. 72,476

THE BOOK TRADE.

1. *Commentaries upon International Law.* By ROBERT PHILLMORE, M. P., of the College of Advocates and of the Middle Temple. Author of "The Law of Domicil." 3 vols. 8vo. T. & J. W. JOHNSON, Philadelphia.

The subject of International Law has assumed fresh importance in the present year, in consequence of the new complications arising from the attempted secession of the Southern States. The foreign relations of the country are seriously disturbed by the temporary and forcible obstruction of the laws of the general government at the South. The law of blockade, at all times, is one of the most interesting questions which affect the intercourse of maritime nations with each other. It is of peculiar importance at this moment, because it affects the foreign and domestic trade of the United States, and threatens to disturb the harmony hitherto existing between this government and European nations. The question of blockade, and the position assumed by the executive in our commercial intercourse with foreign countries, have given rise to animated debates in the British Parliament. Hence the fresh interest felt in works on International Law.

We have had for some years the elaborate works of Chancellor KENT on American Law; Mr. HENRY WHEATON'S reliable Treatise on International Law; Mr. DANIEL GARDNER'S Elements of American Law; the valuable Commentaries on International Law by President WOOLSEY, of Yale College—all of which claim a place in the public and private libraries of the country. The Commentaries by Mr. PHILLMORE cover more ground than either of the works named, in reference to the ancient and modern law of international intercourse, rights and obligations. The author is known to scholars as a member of the College of Advocates, and also of the Middle Temple, London; and as the author of a treatise on the Law of Domicil. He says, very truly, that international jurisprudence has received, since the civilization of mankind, and especially since the introduction of Christianity, continued culture and improvement; "and it has slowly acquired, in great measure and on many subjects, the certainty and precision of positive law." The value of Mr. PHILLMORE'S work is enhanced by a prefatory chapter on the state of International Law before the Christian Era; the Era of GROTIUS; from the Peace of Westphalia, 1648, to the Treaty of Utrecht, 1713; the interval thence to the Treaty of Paris, 1763; thence to the French revolution, 1789; and again, up to the middle of the present century, with an elaborate history of international jurisprudence in England.

He gives a critical review of the writings on international law of ZOUCH, STOWELL, VALIN, DOMAT, POTHIER, VATTÉL, GROTIUS, BYNKERSHOEK, PUFFENDORF, HEINECCIUS, LEIBNITZ, WOLFF, STORY, WHEATON and KENT.

The leading chapters of the work are devoted to—I. Foundations of International Jurisprudence. II. Sources of International Law. III. Consent of Nations. IV. Subjects of International Law. V. Objects of International Law. VI. Rights of Independence and Equality. VII. Central America. VIII. Self-Preservation. IX. Free Development of National Resources by Commerce. X. Slaves and Slave Trade. XI. Jurisdiction, Pirates, Extradition. XII. Principle of Intervention, Reprisals, Embargo, War, Neutrals, Colonial and Coasting Trade, Blockade, Contraband, Right of Search, Right of Capture, Tribunals of Prize.

The appendix to the work is very full of documents relating to England, France and Spain, Spanish American Provinces, branches of foreign municipal law, interpretation of treaties, right of sovereigns, embassies, consuls. In fact, no public library, no professional library, would be complete without this elaborate and thorough work of Mr. PHILLMORE. The references to American decisions and cases add to its high value.

2. *General Index to the English Common Law Reports.* Second Edition. 2 vols. By GEORGE W. BIDDLE and RICHARD C. McMURTRIE. Philadelphia: T. & J. W. JOHNSON & Co., Publishers.

We are much pleased to see a second edition of this valuable work. The large number of volumes of the American reprint of the "English Common Law Reports,"

issued since the former edition of the Digest, have rendered these volumes extremely necessary. To every one a collection of decisions must be almost a sealed book for all practical purposes, until its pages are opened by means of a carefully prepared index of the points decided. This Digest thus opens to us, and furnishes the means of using, to advantage, the amount of learning contained in these Common Law Reports. We take especial pleasure, therefore, in calling attention to the work, believing this series of reports to be of the greatest value to all who would clearly understand the principles upon which all our laws are based. Even on points where our statutes have changed the common law, it is necessary for us to study English decisions, so that we may know the supposed evil the statute was intended to remedy; for only thus can we appreciate fully the object and effect of the statute.

3. *Annual of Scientific Discovery; or, Year Book of Facts in Science and Art, for 1861, exhibiting the most important Discoveries and Improvements in Mechanics, Useful Arts, Natural Philosophy, Chemistry, Astronomy, Geology, Zoology, Botany, Mineralogy, Meteorology, Geography, Antiquities, &c. Together with Notes on the Progress of Science during the year 1860; a list of recent Scientific Publications; Obituaries of Eminent Scientific Men, &c.* Edited by DAVID A. WELLS, A. M. 1 vol. 12mo. pp. 424. Boston: GOULD & LINCOLN.

This is the twelfth successive issue of this Annual, each edited by Mr. WELLS, and each published by Messrs. GOULD & LINCOLN. The continued improvement and enlargement of the work from year to year is evidently owing to that increased circulation to which it is every year entitled; and the prosperous result of the enterprise reflects credit upon the ability and sagacity of both author and publishers. This issue is embellished with a portrait of AUGUSTUS A. GOULD, and presents a complete compend of the progress of science during the past year. The style and arrangement of this work are excellent, inviting the business man, as well as student, to an examination and perusal of its pages. The articles are generally short, pithy, relieved of unnecessary technical terms. The divisions of subjects are proportionate; and there is a full index, which is too often omitted from such publications.

4. *A History of the Destruction of His Britannic Majesty's Schooner Gaspee, on Naragansett Bay, on the 10th June, 1772; accompanied by the Correspondence connected therewith; the Action of the General Assembly of Rhode Island thereon, and the Official Journal of the Proceedings of the Commission of Inquiry, appointed by King GEORGE the Third on the same.* By JOHN RUSSELL BARTLETT, Secretary of State. 1861. Imp. 8vo. pp. 140. Providence: A. CRAWFORD GREENE, Printer to the State.
5. *The Works of FRANCIS BACON, Baron of Verulam, Viscount St. Albans, and Lord High Chancellor of England.* Collected and edited by JAMES SPEDDING, M. A., Trinity College, Cambridge, ROBERT LESLIE ELLIS, M. A., late Fellow of Trinity College, Cambridge, and DOUGLAS DENON HEATH, Barrister at Law, late Fellow of Trinity College, Cambridge. Vol. 15; being Vol. 5 of the Literary and Professional Works. 12mo. pp. 449. BROWN & TAGGARD.

6. *Quarterly Reviews.* MESSRS. LEONARD, SCOTT & Co. have promptly republished the *British Quarterly Reviews* for April, 1861.

The *Edinburgh Review*, No. 230. CONTENTS.—I. DIXON'S Personal History of Lord BACON. II. The Republic of Andorre. III. Political Diaries—Lord AUCKLAND and Lord COLCHESTER. IV. Eton College. V. Remains of ALEXIS DE TOCQUEVILLE. VI. Essays and Reviews. VII. Autobiography and Letters of Mrs. PROZZI. VIII. Fables. IX. FORBES' Iceland. X. Election of President LINCOLN, and its consequences.

7. *The Semi-Attached Couple.* By the Author of "The Semi-Detached House." 1 vol. 12mo. Boston: T. O. H. P. BURNHAM.

One of the best novels we have had for a year. "The Semi-Detached House" was an excellent one, but this is better. The new volume has many characteristics which particularly commend it. Among others it is a scholarly work as regards style and composition; another, it is intensely interesting, without being sensational or improbable; a third, the author's descriptions of English high life are evidently from actual experience and not romantic imagination; and finally, the characters are drawn with the hand of a master, the descriptions in many instances being a keen

and telling satire upon life, society and people we meet at the present day everywhere. As a sketch of English life in the higher classes, it is admirable and correct. As a work of fiction, it is one which can be read with both profit and pleasure.

8. *Considerations on Representative Government.* By JOHN STUART MILL. London: PARKER, SON & BOURN.
9. *Ten Weeks in Japan.* By the Bishop of Victoria, (Hong Kong.) London: LONGMAN, GREEN, LONGMAN & ROBERTS.
10. *Free Trade in Gold; being a reply to the COBDEN-CHEVALIER treatise "On the probable fall in the value of Gold," and an Exposition of the French schemes on the Currency now maturing.* RICHARDSON & Co., 23 Cornhill, London.
11. *History of the Shoddy Trade.* Price 1s. *Being a lucid statement of every part of that wonderful trade to the present time.* By S. JUBB. London: HOULSTON & WRIGHT. Manchester: J. HEYWOOD.
12. *The Voyage of the Novara round the World.* First volume just ready. *The Circumnavigation of the World, by the Austrian ship Novara.* English edition. Containing an unpublished letter from Baron HUMBOLDT. With 400 wood engravings. Dedicated, by special permission, to Sir RODERICK MURCHISON. London: SAUNDERS, OTLEY & Co., 50 Conduit-street.

RECENT OFFICIAL REPORTS RECEIVED AT THE OFFICE OF THE MERCHANTS' MAGAZINE.

Navy Register for 1861.

Clerks' Manual for the Regulation of Business in the Assembly of the State of New-York. By A. H. STOUTENBURGH.

Copy of Bills introduced into the Legislature of New-York, Session of 1861. By A. H. STOUTENBURGH.

Second Annual Report of the Trustees of the Cooper Union for the Advancement of Science and Art, 1861.

Annual Report of the Baltimore Board of Trade for the year 1860-'61. By GEORGE U. PORTER, Secretary.

Report of the Secretary of the Treasury on Commerce and Navigation of the United States, for the year ending June 30, 1860. By SALMON P. CHASE, Secretary.

COMMERCE OF THE STATE OF NEW-YORK.

Third Annual Report of the Chamber of Commerce of the State of New-York, for the year 1860-'61. 8vo. pp. 340. Prepared by the Secretary, Mr. J. SMITH HOMANS.

This volume is filled with statistical materials of value to all who feel an interest in the commerce of the City and State of New-York. The volume opens with the proceedings of the Chamber for the year 1860, with a list of members at the close of the year, and a list of Presidents, Vice-Presidents, Secretaries and Treasurers from the establishment of the Chamber in 1768 to this date.

Then follow elaborate tables of imports and exports of every article, of the port of New-York and of the United States. 2. Imports and exports of each State, each year, 1856—1860. 3. Real and personal property of the City of New-York, and population, each year, 1826—1860. 4. Comparative population of each County in the State by each census, 1790 to 1860. 5. Commercial treaties of the year with all nations. 6. The harbors and rivers of the United States. 7. Comparative tariffs of 1842, 1846, 1857, 1861. 8. Annual report on the harbor of New-York.

Annual reports, with copious details, on Ashes; Assay Office; Banks, Banking, Savings Banks; Boot, Shoe, Hide and Leather Trade; Breadstuffs and Provisions; California Trade; Canals; China and Tea Trade; Clearing House; Coffee Trade; Cotton; Currants; Dry Goods; Drugs; Emigration; Fire, Life and Marine Insurance; Flour; Freights to Europe, &c.; Fruits; Gold and Silver; Hemp and Jute; Molasses and Sugar; Naval Stores; Rail-Roads of New-York; Rosin; Rice; Salt; Saltpetre; Tallow; Tar; Tobacco; Wines and Liquors; Wool and other subjects.

* * * A few extra copies have been printed beyond those wanted for the use of the members. These copies can be had at two dollars each.

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J. SMITH HOMANS, (SECRETARY OF THE CHAMBER OF COMMERCE OF THE STATE OF NEW-YORK,)

AND WILLIAM B. DANA, ATTORNEY AT LAW.

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