



THE  
MERCHANTS' MAGAZINE

AND

COMMERCIAL REVIEW.

NOVEMBER, 1861.

OUR MERCANTILE MARINE.

THE TONE OF THE SERVICE DEGENERATING—CAUSE OF THIS DEGENERACY—EVIDENCE OF THE SAME—FRAUDULENT SHIPWRECKS—OPINIONS OF HAMBURG UNDERWRITERS—COMPARISON OF PER CENTAGE OF DISASTERS IN ENGLISH SERVICE WITH OUR OWN—CERTIFICATES OF SERVICE AND COMPETENCY ISSUED IN THESE COUNTRIES—A SIMILAR SYSTEM NECESSARY HERE—ADVANTAGES OF THIS SYSTEM TO SHIPMASTERS, SHIP-OWNERS AND UNDERWRITERS—SUGGESTIONS ABOUT THE COLLECTION OF STATISTICS OF DISASTERS, AND BENEFITS TO BE DERIVED THEREFROM—RECAPITULATION AND CONCLUSION.

ARCHBISHOP WHATELY says, what hardly any thinking man will now deny, "If oaths were abolished—leaving the penalties for false witness (no unimportant part of our security) unaltered—I am convinced that, on the whole, testimony would be more trustworthy than it is." It will be admitted that there is an amazing difference between the facility with which oaths are broken, when there is no penalty, or an insufficient one, attached to their forfeiture, and when the penalty for perjury is sharp and severe. The records of our custom-houses and our courts bear witness to the truth of these assertions. Many a man will run the risk of having his goods confiscated, who would hesitate to perjure himself in a witness' box. Hence it is evident that it is the penalty, and not the oath that most people respect. That this should be so does not, indeed, argue well for human nature; but then we must always take men as they are, and not as they ought to be, in providing checks against possible misconduct. It is true that a sense of honor has sufficient influence in many men's minds to keep them in the paths of rectitude; but the experience of daily life too clearly proves that with most men the fear of punishment has greater influence. A self-approving conscience is, by no means, always sufficient. Merit must be distinguished from incompetency, or men will cease aspiring to attain it. The truth of these remarks is clearly demonstrated by the present condition of our mercantile marine service. It is generally admitted that the tone of that service, both for

character and efficiency, has greatly degenerated from its former standard. The reasons for this degeneracy are undoubtedly to be found in the facility with which incompetent men obtain commands, and the absence of any distinction between good and bad masters. Competent men and careful navigators must now be satisfied with the approval of their own consciences; and have, at the same time, the mortification of seeing others totally unfit for the responsibilities they assume, or careless and even dishonest in the discharge of them, entrusted with commands almost as readily as themselves.

As the practice of insuring ships is now universal, and as competition among insurance companies has rendered the facilities for obtaining this protection from the hazards of the sea very great, it will be seen that ship-owners have not the same direct interest in the loss of their ships that they would have if compelled to bear the burden of it themselves. And, consequently, they are not so careful in the choice, or so strict in the dismissal of their masters as they would be under a different system. It is true that merchants do really bear the burden, for if losses are unnecessarily increased by the acts of inefficient or dishonest masters, insurance premiums must be increased accordingly; and, therefore, although insurance companies *seem* to be the only sufferers, it must be remembered that they in reality only distribute the losses among their customers.

It is, therefore, a matter of the highest importance, both to shipmasters and ship-owners, that reforms should be adopted. Some system should be inaugurated by which competent and worthy men should have the preference in obtaining commands, and by which dishonesty could be exposed and punished, thus insuring greater protection to life and property at sea, and diminishing a serious burden upon commerce.

Any one who will take the trouble to consult the records of marine losses published in our daily papers, cannot fail to be struck with the fact of their enormous magnitude. The annual estimates for 1860 were over twenty-eight millions of dollars, and for the year before thirty-seven and a half millions; and a careful perusal of the circumstances of these losses will make it evident that many of them need never have happened. Many ships have been abandoned at sea and afterwards picked up and brought into port, and some vessels have been forsaken by their captains and brought home by their mates.

A very graphic and forcible writer in one of the daily papers\* remarks, that "the dishonesty of some masters is believed to be a prolific cause of losses. Instances of this kind are to be met with in all parts of the world, but there are some particular quarters where they seem to occur more frequently, owing to facilities for collusion and fraudulent shipwrecks. Those who read the columns of our paper devoted to marine news cannot fail to have noticed the great number of wrecks taking place in the vicinity of the Bahama Islands. The navigation there is undoubtedly beset with difficulties, but they are so well known and understood, and so many light-houses and marks have been erected, that watchful, skillful and honest shipmasters have passed and repassed, at all seasons of the year, and for many years, without disaster, unless under such extraordinary adverse circumstances of wind and weather as clearly and reasonably accounted for their misfortune, while their conduct after shipwreck has

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\* *Courier and Enquirer*, January, 1860.

left no suspicion as to their integrity. But there is another side to the picture; and we are pained to say that the instances of shipwreck are numerous in which the circumstances plainly show that the cause has not been 'the perils of the sea,' but a deliberate and wilful intention and collusion to commit fraud for personal gain, abetted, connived at, screened and shared by wreckers and disreputable persons residing on some of the Bahama Islands, an exorbitant salvage on the cargo being agreed upon among themselves by private arbitration, and the wreck subsequently burned to prevent her recovery or to avoid investigation. And notwithstanding the disposition evinced by the governor of the Bahamas, the magistracy and many of the best citizens to suppress these disgraceful and piratical proceedings, their efforts are very seldom successful, and the dishonest shipmaster, whose acts have not been investigated by the consular representative of his own country, escapes unpunished to enjoy the fruits of his fraud, throwing a heavy loss upon the merchant or insurer, and a disgrace upon the profession of shipmaster."

In other countries, where stricter rules for the appointment and stricter investigations into the misconduct of shipmasters prevail, the losses are neither so heavy nor are fraudulent ones so frequent. Thus, it is asserted, that in the trade between Cuba and Hamburg, although directly in the path where some of our worst losses occur, no Hamburg ship has been lost in twenty years.\* It is notorious, that in that country shipmasters have to undergo strict examinations as to character and capacity before obtaining commands; and a proof of the care they take of their ships is to be seen in the low rates of insurance there. The American consul at Hamburg makes the following remarks on this subject in his official report, published in the "*Commercial Relations*" for 1859:

"In reply to certain questions which, at the request of the President of the Atlantic Insurance Company, of New-York, I had asked of a Hamburg insurance broker, the following replies were received, giving information as to the rates and customs which obtain here in regard to marine insurance, and the estimation in which American shipping is held by Hamburg underwriters:

"The premium charged on first-class, A No. 1 vessels is  $7\frac{1}{2}$  per cent. per annum; but underwriters here would refuse to take at this rate any American (United States) vessel, because they know that there are few hands on board who are thorough sailors, many of them never having been to sea before, and even their captains very often knowing nothing of seamanship, leaving the whole command in reality to the mates.

"Hamburg masters, as well as mates, have to undergo very strict examination before they are allowed to take command. The same is true of Denmark, Sweden and Prussia; their vessels are, consequently, considered by Hamburg underwriters just as good risks.

"The premium from Hamburg to New-York and home is, in the summer season, two per cent., and rises in the winter to three and a half."

A similar system of examining masters and mates before intrusting them with commands prevails in England, and is attended with like beneficial results. The British Board of Trade report for the year 1860 gives the per centage of disasters as compared with voyages, as follows:

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\* This assertion is made upon the authority of a foreign consul at Key West.

For the eight years, from 1852 to 1860,  $\frac{47}{100}$  of one per cent., or one accident in every two hundred and thirteen voyages; and for the year 1860 alone,  $\frac{5}{100}$  of one per cent., or one in every one hundred and eighty-eight voyages. This per centage includes accidents of every kind, great and small, and the voyages include over-sea and coasting. On the other hand, the proportion of accidents to American ships to the number of voyages is, as near as can be estimated with the imperfect data at command, for the year 1860,  $1\frac{33}{100}$  per cent., or one accident of some kind in every seventy-five voyages.\* This, it will be seen, is more than double the per centage for English ships.

In contrast with this present degeneracy of the service, we quote the remark of an experienced shipmaster about the standing of American ships in former days. He says, that in the year 1832, when he was lying in the port of Trieste, there were many American ships waiting for cargoes, and not a single British ship could obtain a freight until all these were filled, so decided was then the preference for our vessels. Contrast this with the statement of the Hamburg insurance broker, and the inference is plain that the tone of the service must have indeed degenerated.

It would thus appear that our experience of marine disasters contrasts unfavorably with that of other countries, since insurances are more profitable in Hamburg, and British statistics show a much smaller per centage of accidents than ours. Both of these countries have adopted a system of giving certificates of competency and service to capable and worthy shipmasters. And in each of them strict investigations are made in all cases of suspicious disaster, and where the master is proved to be at fault, he is either suspended for a time from service, or has his certificate cancelled altogether; and when this happens he is unable to obtain a command. It is evident, therefore, that unless similar measures are adopted in this country, the present degeneracy in its mercantile marine will continue to increase, the number of fraudulent shipwrecks will be greatly augmented, and our commerce will be so burdened by this shameful waste of capital that we will be unable to compete with our rivals for commercial supremacy.

No class of men are, perhaps, more directly interested in a reform of this kind than the shipmasters themselves. All men are more or less influenced by their surroundings, and the peculiar hardships and dangers of a sailor's life seem to beget peculiar characteristics. They are often careless and reckless, but are, at the same time, particularly sensitive to

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\* The estimate above given is obtained in the following manner: The Commerce and Navigation Report of the Secretary of the Treasury for 1860 gives the number of entries of American vessels at the different United States ports as 12,206, and the number of clearances of the same as 12,682. Now, as every entry and every clearance represent a voyage begun or ended, we have, for the foreign trade of the year, 24,888 voyages—in round numbers say 25,000; and estimating the coasting voyages as at least double, we have a total number of voyages of American ships during the year of about 75,000. The whole number of disasters to these ships during the same period, according to a report published by Mr. ISAAC H. UPTON in the MERCHANTS' MAGAZINE for July, 1861, amounts to 839. But as this sum does not include the minor disasters, which are all included in the British report, we may safely set down the casualties of all kinds as about 1,000 in number. This, compared with the 75,000 voyages, would give the per centage of  $1\frac{33}{100}$ , as above, or one accident in every seventy-five voyages.

praise and blame. A self-approving conscience may be sufficient for some, but public opinion has more weight with most of them. And when we add to the disgrace of forfeiting a certificate the certain loss of occupation it will necessarily entail, we provide the strongest possible safeguard for efficiency and good conduct in any class of men, and especially in a class unfitted, both by their temperament and habits, to bear disgrace or to change their occupation. On the other hand, by thus distinguishing between competent and worthy shipmasters, and incompetent and dishonest ones, we raise the tone of the whole service, and thus make a sailor's life more attractive to men of intelligence and high character. All such men will sympathize with these reforms, and the class who will probably disapprove of them is the very one that makes their establishment a necessity. By this means a laudable ambition would be instilled into the minds of all honest shipmasters, who, as long as they held their certificates, would necessarily be regarded as such; while, on the other hand, a wholesome fear of disgrace would be held up to those who, without this dread of punishment, might be dishonestly disposed. It seems only reasonable to suppose that a sense of honor, and a feeling of responsibility for the lives and property under his charge, would prevent any man from taking the command of a ship who felt himself incompetent for the task; or would cause one who did so to use his best efforts for the successful accomplishment of the voyage. But the facts prove that this is not the case. Incompetent men do notoriously obtain commands, and many ships are lost by the carelessness or inefficiency of their commanders. The sense of honor is not always a sufficient safeguard. The fear of punishment may be. As to the feeling of responsibility for life and property, it has been said, perhaps too harshly, but nevertheless with much truth, that the former consideration has always been of minor importance in comparison with the love of gain; and as to the loss of property, the insurance companies prevent the owner from feeling that directly, and as the master is, of course, aware of this, it may not be without its influence with him, especially if the vessel be old, unseaworthy or badly out of repair. It has been remarked, however, that in cases of fraudulent shipwreck the master and crew generally escape. When a man sets out purposely to wreck his vessel it is natural that he should select a safe place, or he might be disappointed in his unrighteous plans, and find, when death stared him in the face, that what was meant to be a fraud, had in reality become to him, at least, a misfortune.

The history of modern science demonstrates no truth more clearly than this, that great results are not arrived at suddenly, as it were by inspiration, but only come by patient and laborious investigation. Thousands of observers have watched and recorded the phenomena of the heavens, ingenious men have applied their observations to the science of navigation, and generation after generation have passed their lives in collecting apparently insignificant facts, before it became possible, by their collected experience, to navigate the trackless sea. But now, by the aid of the compass and the sextant, and the collected experience of those who have gone before him, the sailor finds the sea as well mapped out as the land, and its pathways have become as definitely marked as the highways of the shore. But although much has been accomplished, much more perhaps remains to be done. The field is wide enough for all the observers that can possibly investigate it, and the results of the labors of

the late superintendent of the Washington Observatory, MAURY, have clearly proved to sailors both how much there is to see, and how much can result from intelligent observations made after a uniform plan. Thousands of log-books have been examined by this patient man, and the experience of all these observers collected in his wind and current charts. All that relates to the theory of storms is still, however, hardly more than conjecture, and in this and other directions great discoveries yet remain to be made. How necessary, then, not only for the material interests of commerce, but for the greater interests of science, is it that shipmasters should be men of intelligence and capable of appreciating the wonders that are daily spread out before them. How much nobler the ambition to extend the domain of knowledge than to accumulate ill-gotten gains. To add a mite, however small, to that fund in which consists the true riches of mankind, rather than by dishonest acts to accumulate wealth which is only a disgrace to its possessor. Nor are these results alone of scientific value. Their practical importance in diminishing the cost of carrying cargoes by shortening the time required to make voyages, (which alone is a most essential benefit to commerce,) has thus been ingeniously estimated by a writer in HUNT'S MERCHANTS' MAGAZINE for May, 1854:

"According to Mr. MAURY the average freight from the United States to Rio de Janeiro is 17.7 cents per ton per day; to Australia, 20 cents; to California also about 20 cents. The mean of this is a little over 19 cents per ton a day; but, to be within the mark, we will take it at 15, and include all the ports of South America, China and the East Indies.

"The sailing directions have shortened the passage to California thirty days; to Australia, twenty days; to Rio Janeiro, ten days. The mean of this is twenty, but we will take it at fifteen, and also include the above named ports of South America, China and the East Indies. We estimate the tonnage of the United States engaged in trade with these places at 1,000,000 tons per annum. With these data, we see that there has been effected a saving for each one of these tons of fifteen cents per day for a period of fifteen days, which will give an aggregate of \$2,250,000 saved per annum. This is on the outward voyage alone, and the tonnage trading with all other parts of the world is also left out of the calculation. Take these into consideration, and also the fact that there is a vast amount of foreign tonnage trading between these places and the United States, it will be seen that the annual sum saved will swell to an enormous amount."

It need hardly be said that merchants, as a class, and especially those connected with shipping, have a great interest at stake in promoting these proposed reforms. For it requires but little argument to prove that if the underwriters pay the losses directly, the merchants have to make it up in the long run. And, therefore, when losses are unnecessarily increased by the incompetency or misconduct of shipmasters, the burden falls finally upon the shipowners. Here, as with the shipmasters, it is the higher class of merchants that will gain by the alteration of the present system, and it is only the less scrupulous portion who will feel themselves oppressed by it. Those shipowners who are careful in the selection of their masters, and, it may be added, who are also conscientious in repairing and fitting out their ships, are now taxed with high premiums made necessary by the carelessness or cupidity of men of an

entirely different grade. Nor is it only in the high premiums charged that injustice is at present done to honest men, but also in the distribution of the profits, the worthy and the unworthy get an equal share. The merchant, whose ill-fitted out and inefficiently officered ships have, by the claims which are the natural results of such antecedents, considerably diminished the profits of the insurers, still receives from them an equal per centage of their scrip with the one, whose example generally followed, would cause a great decrease to appear in the annual amounts of losses to be paid. Now, if a society were established to issue certificates to competent masters, and if only such as held certificates were allowed to command ships, the number of these fraudulent claims would probably be greatly lessened. It is not pretended that a society would have any greater facilities for selecting competent men for shipmasters than individuals now have, if they took the pains to use them; but, at the same time, it is believed that the fear of losing a certificate through misconduct, and the disgrace and loss of occupation that would result from it, would make some men less unscrupulous and more careful than they appear to be now. The society would only do as an organization what individuals ought to do, but fail to do privately; and the greater publicity of its actions, and the mass of information concerning the character and ability of shipmasters that would soon accumulate on its records, would give more importance to its selections and rejections; and would be of great service to the merchants seeking for a fit person to take charge of his property, and to the underwriter in investigating suspicious losses. When the same man's name figures conspicuously in the disaster list, and the ships that he commands are seen to be uniformly "unlucky," as it is facetiously termed, both merchant and underwriter can take warning, the one how he employs and the other how he insures him. As these facts accumulate they will serve to show where the bad losses occur, and as these particulars are annually classified and recorded, it will soon be evident what losses are really caused by the "perils of the sea," and what by the fraudulent acts of man. When this knowledge is obtained a more just division of profits may ensue; but at present, while the underwriters are almost in the dark, and while discrimination is thus impossible, the present plan must be continued.

Although these facts are so evident that every merchant will readily admit them; and although every intelligent shipowner is aware that a wicked waste of property, no matter who owns it, or who insures it, is a loss which must finally fall upon him, in part, as a member of the mercantile community; although these things are undoubtedly true and are known to all, still busy men, eager to secure their private fortunes, do not appear to heed them. And in the haste to get rich a little sooner by close attention to individual concerns, men often refuse to act in concert even for their own acknowledged interests.

The question of how to diminish these needless losses comes, however, in so practical a way to the underwriters, that from them the first steps in the proposed reform should undoubtedly emanate. They have the advantage of organization, and, with the assistance of prominent shipowners, should at once form an association to ensure the better safety of life and property at sea. If they do not take some steps of this kind, and allow the present evils to increase, the result must be disastrous in the extreme to them. Their losses will increase so greatly that the pre-

miums must be much augmented, or the companies will inevitably fail; and with their failure greatly embarrass commercial enterprise. Even now foreign companies are able successfully to compete with ours for their best risks; and this must necessarily induce many merchants to insure abroad, who would find it more convenient to insure in this country, if it were equally economical. The reason why these institutions are able to offer better terms than ours is to be found, it is believed, in the facilities which their regulations afford of encouraging competent and careful masters, and of disgracing and dismissing dishonest ones. Having thus a large proportion of what are technically known as "good risks" on their books, they can afford to insure the best of ours at a lower rate than we, without materially increasing their per centage of losses, but greatly diminishing our proportion of profits.

Such a society, although started by the underwriters, can never become a success, unless supported by the active aid and good will of both ship-owners and shipmasters. With these, its success is certain; without them, its failure equally so. Its aims in the beginning would of course be more limited than they would naturally become when their importance and usefulness are more generally understood and appreciated. At first, it might confine itself to the issuing of certificates of service and competency to men of experience and ability. Records of disasters would of course be kept, and, when suspicious losses occurred to vessels commanded by persons holding its certificates, investigations would naturally be held. As these records accumulated, they might be tabulated and compared with the whole number of voyages, and per centages obtained as a guide for insurance premiums. They might also be arranged in various ways, and the per centages of particular trades, of vessels of a certain class or grade, or vessels laden with different kinds of cargoes, obtained. The different kinds of disasters, the fires, the strandings, the collisions, &c., might all be classified. In a word, such a collection of statistics might be arranged in every conceivable manner, and in every way be of service. The experience of all the companies, which each individual institution might be unwilling to publish separately for the benefit of the rest, might, in the aggregate, be subjected to similar classification for the general benefit. In life insurance, such collections of statistics have been productive of the most valuable results; and the analogy between the two branches of insurance, the life and the marine, is sufficient to warrant the assertion, that if an equal number of facts about the proportion of loss to safety, in marine insurance, were collected, that at present exist about the proportion of deaths to the living, for the use of life insurers, the same exactness would soon be arrived at in the one business that now prevails in the other. A society of this kind, started in New-York, would probably be followed by similar organizations in the other seaports of the United States; and between these a daily meteorological record might be telegraphed, and warning thus given of coming storms. This experiment has been successfully tried in France and England, and has been recommended as a desirable thing to adopt in this country, by Professor MAURY. The holders of certificates in different parts of the world, sailing over various seas and visiting different climates, would undoubtedly take pleasure in communicating to the society any interesting phenomena about storms, winds, currents or climates that came under their notice, and such communica-

tions, in the mass, might be a very valuable addition to a merchant's or an underwriter's knowledge.

Reforms, however, to be undertaken successfully, must be undertaken cautiously, and it is only by slow degrees, and step by step, that important changes can prudently be made. In the beginning, such an organization as the one proposed would probably have to encounter many prejudices, and perhaps some positive hostility; but it is believed that a thorough understanding of the nature of the evils which it proposes to remedy, and of the important benefits to the commercial world which will necessarily result from its establishment, will be sufficient to enlist for it the hearty sympathy of shipmasters, shipowners and underwriters.

Of shipmasters, because, by weeding their profession of its unworthy members, the tone of the service will be raised, and a better class of men will join its ranks—men who, by their faithfulness and intelligence, will at once increase our commercial supremacy, by adding cautiousness and honesty, to maritime adventure and enterprise; and who will play an important part in adding contributions to the science of the seas, from which so much has already resulted.

Of merchants, because they are at present burdened with high premiums, and would be seriously embarrassed by their further increase; and because they, as a class, love their country too well to neglect any means that promises to prevent her present maritime supremacy from passing from her hands.

And of underwriters, because they are merely the agents of the merchants, and their interests are consequently identical; and because foreign competition, although at present not seriously felt, will inevitably become injurious to them, if the present necessary augmentation of their rates continues. And this must inevitably be the case if the fraudulent losses, which are the principal cause of this increase, are not prevented by the introduction of the proposed reforms.

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#### FIRE INSURANCE IN LONDON.

At the annual meeting of the shareholders of the Royal Insurance Company, Liverpool, it was stated that a meeting of all the officers engaged in fire insurance in London had recently been held, consequent on the late great fire, at which it was agreed to advance the rate of premium on commercial insurance to a considerable extent. Subsequent reflection, however, had shown that a modification of the proposed rise would be sufficient; and Mr. DOVE, the manager of the Royal Company, was of opinion that these modified rates would be found sufficient to meet all contingencies. He proceeded to say, that within the last seventeen years 580 new insurance offices, of all kinds, had been projected. Of these, 233 had ceased to exist in the same period, 11 had amalgamated with other companies, 134 had transferred their business, and 42 were winding up their affairs in chancery. Of the whole number, 95 fire offices had discontinued business. Within the last seventeen years 48 fire offices had been established. Of these, only 12 survive, 36 having discontinued business; and, in all, there are only 52 fire offices now doing business.

## THE HIDES OF THE RIVER PLATA.

*From "Japan, the Amoor and the Pacific. By HENRY ARTHUR TILLEY."*

THEY were that day killing mares, more than five hundred of which pretty creatures were penned up in a corral. These corrals communicate one with another, a portullis door being between each two. The last is in the shape of a pear, strongly boarded in, and surrounded by a platform. In the narrow end is a truck, which moves from it on iron rails, up and down a long shed. A strong bar of wood crosses the opening where the truck fits into the narrow end of the corral, and on this bar is a block through which the lasso runs, having one end fastened to the saddles of two Gauchos, while the noose remains in the hands of the Matador on the platform. When all is ready the Gauchos ride into the farther corral, drive the animals into the pear-shaped one, and the portullis is dropped. The Matador whirls his lasso, sometimes over the heads of three or four mares at once, gives a signal to the mounted Gauchos, who spur their horses, and the mares are dragged on to the moving platform, with their heads against the bar. The Matador then strikes them on the head with a heavy iron hammer, the truck moves up the shed, and another mounted Gaucho, with a rope, drags them off the truck on either side of the tram-road, when other men are ready to skin and cut them up.

*Oxen.*—The same mode is adopted with oxen, only they are killed by the stab of a knife in the neck, which divides the spinal marrow. The first stab is generally sufficient; the animal ceases to feel instantaneously. The only suffering for the poor beasts is being kept long in the corrals without food and water, sometimes for two or three days. Barbarous as it seems to a European to see horses thus slaughtered for their skins, it is a painful necessity. The Gaucho will never ride on a mare, and if a stranger were to venture to do so he would be hooted and jeered by every urchin he met. The Gaucho is far from being like the Arab, who, it is known, rides only mares, and treats them a little more kindly than human beings. But the Gaucho will not only not ride mares, but treats the horses he does ride in a most barbarous manner; his spurs have points an inch in length, and on a journey these are applied to the blood-stained sides of the beast till he drops exhausted. What does that matter to the rider? He easily finds another; in fact, in the country they have hardly any value at all.

The rotting carcase or the skeleton of the horse by the wayside is a usual sight, even in the vicinity of the city of Buenos Ayres. Among the five hundred mares above-mentioned three were saved from the fate of the others by an English gentleman, who had lately brought with him from England three fine horses, and was about to try to improve the breed. For these three mares he only paid sixteen shillings each. The five hundred mares were killed and disposed of in about six hours.

*Slaughtering.*—In many establishments as many as eight hundred horses or oxen are slaughtered every day, and that nearly throughout

the year. In winter only, when the animals are not fat, is there a little relaxation. In the long shed above-mentioned the work of dismembering the animals is going on, and the expertness with which it is performed may be judged of by the fact, that five minutes hardly elapse from the time the ox leaves the corral before it is already cut up and salted. The men employed in this work are Basques, and often children with faces like angels are among them deep in blood, and revelling in their disgusting work. When the hide, the principal object of value, is removed, the flesh is cut up in lumps off the carcase, and removed to other hands, which slice it and throw it in brine, from which it passes to still other hands, which pack it in stacks, with layers of salt between. The flesh is turned every day for a few days, until it is dried by the air, and in that state forms the *carne secco*, which is exported in vast quantities to Havana, the Brazils, Chili, Peru and the African coasts.

*Salting.*—The hides are salted in the same manner, the superfluous brine running from the meat to the reservoir which contains them. Most of the salt used is brought from Cadiz. The bones undergo a different treatment. Those containing marrow are subjected to the action of steam, and the fat thus procured is likewise largely exported to the same places as the meat, besides being much used as butter by the natives, who are excessively fond of it. The rest of the bones, entrails and all that contains fat are steamed in another vat for tallow. The tongues are salted and consumed at home. The sinews, horsehair, &c., are also utilized, but still there is an enormous waste, for everything is performed in a very rough manner, on account of the high price of labor. Formerly only the hides were taken, and the rest left to perish on the spot. The mares are killed for their hides and hair alone. The flesh is useless, and is either burnt or thrown away.

The proprietor pointed out to me a plot of ground which he had formerly caused to be excavated to raise the ground of his premises, and the holes had been entirely filled up with mares' flesh. Most of the men employed keep huge and disgusting swine, which they fatten on the flesh and blood thus obtained without stint. Thousands of sea-gulls whiten the air and the ground, revelling on the disgusting remains. The small quantity of fat procured from the flesh and bones of the mares contains but little stearine or hard fat.

*Refuse.*—The refuse is strained from it by hanging it in long bags, through which a clear though dark-colored oil drips out. This is chiefly used for burning in lamps. The furnaces are fed entirely with flesh, bones and refuse, and the stench which is produced from the reeking blood, the ammoniacal fumes from the scorching bones and other substances, are quite enough to sicken the strongest stomach. The residue or bone-ash has lately become a valuable export to Europe, where it is used as manure. Soap and candles are also made in these factories, for home consumption.

*Statistics.*—In the three *Partidos* of the province of Buenos Ayres alone, there were, according to the returns of 1858, 3,875,742 horses, 8,672,675 oxen and 1,385,280 sheep. In the year 1838 the number of horned cattle did not exceed four millions; but since the pampas south of the Salado has been cleared of Indians, and the country in general become more settled, the above enormous increase has taken place. The same with the sheep, the wool of which was formerly so coarse that

it was only fit for carpets; whereas, since the improvement of the breed by a cross with fine-woolled sheep, it is largely exported for finer manufactures. The exportation for 1858 consisted of 969,604 dry and 318,304 salted ox-hides, 68,874 dry and 120,757 salted horse-hides, wool to the amount of 37,423 fardos, tallow, 240,362 cwt., besides horns, oil, bones and hair. The number of ships in which these were exported was 404.

## THE OIL-SEEDS OF COMMERCE.

I. LINSEED. II. RAPE SEED. III. GROUND NUT. IV. COTTON-SEED OIL. V. DODDER SEEDS, SUNFLOWER SEED, CRESS SEED, NIGER SEED, RAMTIL, RADISH SEED, SAFFLOWER SEED.

THE consumption of oil in the United States has increased much more rapidly than the supply, and this, indeed, is true in all parts of the world. The oil wells, now being dug in many parts of our country, and producing such extraordinary results, may, for a time, relieve this want, and oils may remain at present prices, which are materially greater than those of twenty years ago.

We perceive, by the following article from the *London Farmers' Magazine*, that the subject of oils is attracting much attention in Europe:

GREAT as has been the extension of commerce and the progress of agricultural supplies, within the last few years, they are yet far from commensurate to the wants of Europe. It is, therefore, a wise provision that new discoveries arise, either out of the progress of science or the extension of foreign agriculture, to meet the increased demands. When the oils yielded by the whale fisheries declined, and, by their enhanced price, became expensive and inadequate to the wants of the consumer, increased attention was given to the production and manufacture of vegetable oils, and enormous quantities of oil-seeds, for crushing, from Europe and the East, and solid oils from Africa, were obtained. Even these, however, large as have been the imports of late, were insufficient to meet the progressive demand; and now additional supplies of rosin oil and mineral oils are coming forward, obtained either from coal or from asphalt and petroleum. The mineral oil springs in some of the States of America have turned out complete fortunes to the owners of the land, so cheap and abundant is the spontaneous supply from the wells sunk, and so easily is it purified. The vegetable oils, however, provide, and will long continue to do so, the bulk of the consumption.

The importation of the oil-seeds and oil-cake is a matter in which our readers necessarily take an interest, and therefore we may with propriety draw attention to the growing trade. Four years ago, when writing on this subject, we gave the statistics of the imports of seed and cake for a series of years; but these, by comparison now, look exceedingly trivial. In 1855 our imports of linseed were but 757,000 qrs., and of rape seed 162,352 qrs. Last year the imports were 1,255,000 qrs. of linseed, and about 300,000 qrs. of rape seed. So with oil-cake: the foreign imports, which in 1855 were but 80,659 tons, rose in 1860 to upwards of 100,000 tons.

Besides the two principal oil-seeds already named, we imported in 1859 about 183,000 qrs. of poppy, sesame, sursee and unenumerated oil-seeds. The specific returns of imports of these for last year are not yet published by the Board of Trade.

While the consumption of oil and oil-seeds was so much larger than usual last year, the stocks held are exceedingly small, and prices high. The manufacture of linseed oil in the United Kingdom, in 1860, was estimated at 65,000 tons, of which 33,700 tons were exported. The home production of oil-cake was also considerably in excess of former years. The stock of rape seed held was only about 18,000 qrs. at the commencement of this year, while of poppy and Niger seeds there were none on hand. Rape and seed oils, we are told, continue to sustain the same prominent position in our markets they have done for years past, and, independent of a large home make, 9,500 tons were imported into the kingdom last year.

A new kind of grease, made from rape oil, is now manufactured at Leipzig. The mass of grease or fat is quite pure, without taste or smell, and, according to medical certificates, contains nothing in the least injurious to health. In cookery it answers fully the purposes of butter, with the advantage, that, instead of the usual quantity of butter, one-third in quantity of this rape seed grease will suffice. The butter sold in London is bad enough, in all conscience; and we therefore trust that, for edible purposes, the rape grease may be kept by our German friends.

The ground nut, as it is popularly termed, the subterraneous fruit of the *arachis hypogæa*, is now cultivated very extensively as an oil-seed, especially at the Gold Coast, Gambia and Sierra Leone, on the West Coast of Africa. England imported, in 1859, 1,124 tons from the Gambia, 1,116 tons from Sierra Leone, and 147 tons from the Gold Coast. But large quantities are sent direct thence to France. Thus, in 1857, 13,554 tons of ground nuts were exported, of which 11,300 tons went to France and 1,300 to the United States. From Sierra Leone, 243,123 bushels were sent away, of which 206,503 went to France. The French imports from their own African possessions are also considerable; and it is stated that from 70,000 to 80,000 tons of ground nuts are annually received, chiefly at Marseilles.

In the Southern States of America its culture is much attended to, and there, and in parts of the West Indies, it is called pindar and peanut. In Brazil it is known under the name of mindoubi. In Natal and the Cape, as well as in the Indian Presidencies, the ground nut is now extensively grown; and in Spain and Algeria it is found to rank among the more advantageous objects of field cultivation. The price has of late been steady in our market for them, at £16 10s. per ton. The prepared oil, expressed from the seed or kernel, is of the finest quality, and fit for some of the most delicate purposes to which oil is put. Under the name of gingelly and teel, quantities of sesamum seed are imported from India and Egypt, and occasionally from other quarters. The small seeds are of all colors, varying from white to black. When carefully pressed, sesame oil is quite equal to the best olive. On the coast of Africa, and in some parts of the West Indies, sesame is called bennie seed.

Cotton-seed oil is now a large article of commerce, its seed being abundant, and the difficulties of removing the husk having been got

over. In cotton seed the oil is in smaller proportion, and the albuminous compounds larger than even in the best linseed cake.

There are other seeds, of less commercial importance, which are occasionally used to obtain oil from, among which may be enumerated pumpkin, melon and cucumber seed in India, and also under the name of agusi in Western Africa; dodder seeds, or gold of pleasure, (*camelina sativa*,) in the South of Europe and Canada; sunflower seed, cress seed, Niger seed, the small black seed of *guizotea oleifera*, called "ramtil" in India; radish seed and safflower seed; (*carthamus tinctorious*;) the oil of this makes excellent soap. Mustard seed is also pressed for oil.

We have confined our remarks entirely to the oil-seeds properly so called, distinct from the oils obtained from nuts and other vegetable sources, which furnish so large a proportion of the supplies, as the palm, cocoanut, olive, bassias, vegetable tallow and wax, which can scarcely be looked upon, in an agricultural point of view, as objects of agriculture, although they are of high importance, both to the producer of the oil, the merchant and the manufacturer.

Professor ANDERSON well observed, some time ago, that the introduction of new oil-seeds into commerce is a matter which very much depends upon the farmer; for, in the more familiar seeds, such as linseed and rape, the value of the cake often exceeds half that of the seed, and the price obtainable for it is a matter of the utmost moment to the manufacturer, who cannot afford to use a seed unless he can sell the cake to the farmer. He must be guided also by the proportion of oil the seed will yield in the press, and hence a knowledge of the quantity of that substance contained in them is of importance to him. A knowledge of the composition of these oil-seeds is important also to the farmer, because it is quite possible that some of them may be sufficiently low-priced to permit them to compete advantageously with linseed, which is occasionally used, more particularly for feeding calves, although its high price necessarily restricts its employment.

We may, hereafter, touch upon the composition and comparative feeding properties of the oil-cakes obtained from many of these seeds, whether home-made or imported.

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#### TRADE WITH THE WEST COAST OF AFRICA.

LATE London papers contain a despatch from the British consul at Lagos, and a copy of a treaty of commerce, signed by the king and chiefs of Porto Novo, dated July 2d, authorizing British subjects to erect factories for collecting palm oil and other produce of the country. Other privileges are conceded in fulfilment of the treaty; a payment of two heads of cowries for every pound of ivory exported from Porto Novo. A similar treaty was also concluded with the chiefs of Badagry, the traders to pay one and a half head cowries on every 150 gallons of oil, and two strings of cowries on every pound of ivory exported from Badagry; the payment of one head per thirty gallons hitherto charged on palm oil coming from Porto Novo, and all other charges and imposts on produce, to cease.

## THE SEAL FISHERY OF LABRADOR.

FROM a recent article in *Harper's Magazine*, entitled "Three Months in Labrador," we gather the following information respecting one of the most important industrial pursuits of the North country:

The seal fishery of Labrador is valued at \$1,500,000 per annum, and is wholly prosecuted by Newfoundland vessels, with the exception of perhaps a dozen that sail from Canada and other Provinces. The hunting ground lies between the 49th and 52d parallels of latitude, and the season of catching extends from March to May, inclusive. The average fare of successful vessels is two thousand seals, though as many as eight thousand have been taken; but of upward of four hundred vessels that yearly engage in sealing not more than sixty make remunerative voyages, and many suffer heavy losses. Hence the business is altogether a lottery. Nevertheless, the chances of large gains are so seductive that sealers' berths, in vessels "up for the ice," command a premium of from \$8 to \$20. The men so engaged obtain their outfit (which includes clothing, guns, ammunition, &c.) on credit, the cost of which is deducted from their earnings at the end of their voyage; and they not unfrequently find a balance of \$125 in their favor at the close of the season. Yet they are fortunate if, after their accounts are squared, they do not find themselves in debt to the vessel, or at least with empty pockets. The expense of the outfit is borne by the owners of the vessel. The captain receives no wages, but is allowed a tare of ten cents on every seal caught. When this is deducted, one-half fare is divided among the crew, and the other half falls to the owners. The average price per seal is \$3 50. Consequently, a fare of two thousand seals, worth \$7,000, yields to the owners and crew \$3,325 each, and to the captain \$350.

Sealing vessels are sheathed with iron and extra planked about the bows to protect them from the ice. On reaching the ground they are warped into channels cut through the ice, where they lie snugly moored until warm weather breaks it up. Then the sealers, singly and in small parties, each man armed with a heavy iron-spiked bat, and muffled to his eyes in furs, go forth in quest of victims. These lie quietly sunning themselves near their breathing holes, often a hundred together, uttering doleful cries and frog-like croaks. Upon some hummock a sentinel is ever on the alert to warn of approaching danger. But the hunters, creeping stealthily, and taking advantage of the wind and inequalities of surface, rush upon them at the first alarm, dealing death-blows right and left among the affrighted herd, who wriggle hurriedly over the ice, and tumble floundering into their holes. The old seals generally escape, as their movements are wonderfully quick; but many of the young are killed. These are now dexterously "sculped," stripped of their blubber and pelts, which come off entire; the bloody carcasses are left to glut the starveling bears and arctic foxes, and the pelts rolled up and dragged away to the vessel. After the ice breaks up the seals are shot from boats in open water, where they are found disporting.

There are various kinds of seals, among which are the harbor, ranger, jar, hood, doter, bedlamer, harpe, blue and square flipper; differing as

greatly in size and physiognomy as members of the human family. There are canine and feline looking seals; seals with round smooth heads cropped like a prize-fighter's, and seals with patriarchal beards and long flowing locks; meek pensive-looking seals, and seals fierce and long tusked; little seals three feet long, and monsters upwards of eight feet in length, weighing a thousand pounds. Selah! The hood seal when attacked throws up a thick bullet-proof hood or shield before its face, and whichever way a gun is presented this defence is always opposed, the animal moving dexterously from side to side with every movement of his assailant. An effective wound must be given directly under the ear, and it requires an expert marksman to hit him there. The harpe is most esteemed, and commands a market price of \$7 to \$8. He is a first-class pugilist, and always shows fight, rising on his hind flippers, dodging the bat skilfully, and often seizing it from his assailant's hand. He is very tenacious of life, and, when worsted, frequently feigns death. At such times the unsuspecting sealer, stooping over to "sculp" him, is liable to serious injury. Sometimes they have been completely disembowelled.

Seals whelp in March, and suckle their young. They are in good condition at all seasons, but are seldom taken after July, as they migrate to more northern regions, returning in December. In early summer they are caught in strong, large meshed nets. They constitute an important article of food to the settlers and Esquimaux, and to the latter are indispensable. The blubber is exceedingly fat, and being cut into strips and thrown into vats, a large quantity of oil is obtained by natural drainage. The residue is tried out by heat. It is extensively used for machinery, both in Europe and the United States, but is sold under a different name. Its value is about fifty cents per gallon.

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*The Seals of Spitzbergen.*—A full-sized Spitzbergen seal, in good condition, is about nine and a half or ten feet long, by six or six and a half feet in circumference, and weighs six hundred pounds or upwards. The skin and fat amount to about one-half the total weight. The blubber lies in one layer of two or three inches thick, underneath the skin, and yields about one-half of its own weight of fine oil. The value of a seal, of course, varies with the state of the oil market all over the world; but, at the time of which I write, oil being unusually cheap, they only averaged five or six dollars apiece; but still, the fact of the animals being of some use contributed to render the chase of them much more exciting, as nothing can be more distasteful or unsatisfactory to the feelings of a true sportsman than taking the life of any thing which is to be of no use when dead.

From what I have heard, I am inclined to suspect that a good many of the shipwrecks which happen in Spitzbergen are caused wilfully, in order to defraud the insurance offices. These vessels are principally insured in Hamburg, and, I believe, the rate of insurance is as high as seven per cent.; although one would think that even that was little enough for the unavoidable risks of such a dangerous voyage, without taking into consideration the impunity with which such nefarious proceedings as I have alluded to may be committed in those distant waters.—LAMONT'S "*Seasons with the Sea-Horses.*"

## THE COTTON CULTURE IN CHINA.

WE find an extract from FORTUNE'S work on China, giving an interesting account of the mode of growing cotton in that extensive empire. That work states that the word cotton is derived from *Kho-ten*, the name of the most western district of China, and it must have been cultivated there centuries before it was known to the western world. We have no means of learning how much cotton is produced there, but probably more than is now produced in India, as its immense population is supplied mostly from home manufacture.—*Editors of Merchants' Magazine.*

THE Chinese or Nanking cotton-plant is the *Gossypium herbaceum* of botanists, and the "*Mie wha*" of the northern Chinese. It is a branching annual, growing from one to three or four feet in height, according to the richness of the soil, and flowering from August to October. The flowers are of a dingy yellow color, and, like the Hibiscus or Malva, which belong to the same tribe, remain expanded only for a few hours, in which time they perform the part allotted to them by nature, and then shrivel up and soon decay. At this stage the seed-pod begins to swell rapidly, and, when ripe, the outer coating bursts and exposes the pure white cotton in which the seeds lie imbedded.

The yellow cotton, from which the beautiful Nanking cloth is manufactured, is called "*Tze mie wha*" by the Chinese, and differs but slightly in its structure and general appearance from the kind just noticed. I have often compared them in the cotton fields where they were growing, and although the yellow variety has a more stunted habit than the other, it has no characters which constitute a distinct species. It is merely an accidental variety, and although its seeds may generally produce the same kind, they doubtless frequently yield the white variety and *vice versa*. Hence, specimens of the yellow cotton are frequently found growing amongst the white in the immediate vicinity of Shanghai; and again, a few miles northward, in fields near the city of *Poushun*, on the banks of the Yang-tze-kiang, where the yellow cotton abounds, I have often gathered specimens of the white variety.

The Nanking cotton is chiefly cultivated in the level ground around Shanghai, where it forms the staple summer production of the country. The district, which is part of the great plain of the Yang-tze-kiang, although flat, is yet several feet above the level of the water in the rivers and canals, and is consequently much better fitted for cotton cultivation than those flat rice-districts in various parts of the country—such, for example, as the plain of Ningpo—where the ground is either wet and marshy, or liable at times to be completely overflowed. Some fields in this district are, of course, low and marshy, and these are cultivated with rice instead of cotton, and regularly flooded by the water-wheel during the period of growth. Although the cotton land is generally flat, so much so, indeed, that no hills can be seen from the tops of the houses in the city of Shanghai, it has, nevertheless, a pleasing and undulating appearance, and, taken as a whole, it is perhaps the most fertile and agricultural district in the world. The soil is a strong rich loam, capable of yielding immense crops year after year, although it receives but a small portion of manure.

The manure applied to the cotton lands of the Chinese is doubtless peculiarly well fitted for this kind of crop. It is obtained from the canals, ponds and ditches which intersect the country in every direction, and consists of mud which has been formed partly by the decay of long grass, reeds and succulent water-plants, and partly by the surface soil which has been washed down from the higher ground by the heavy rains. Every agricultural operation in China seems to be done with the greatest regularity, at certain stated times, which experience has proved the best; and in nothing is this more apparent than in the manuring of the cotton lands. Early in April the agricultural laborers all over the country are seen busily employed in cleaning these ponds and ditches. The water is first of all partly drawn off and then the mud is thrown up on the adjoining land to dry, where it remains for a few days until all the superfluous water is drained out of it, and is then conveyed away and spread over the cotton fields. Previous to this the land has been prepared for its reception, having been either plowed up with the small buffalo plow in common use in the country, and then broken and pulverized by the three-pronged hoe. In those instances where the farms are small and cannot boast of a buffalo and plow, it is loosened and broken up entirely by manual labor. When the mud is first spread over the land, it is, of course, hard or cloggy, but the first showers soon mix it with the surface soil, and the whole becomes pulverized, and it is then ready for the reception of the cotton seed. Road-scrappings and burnt rubbish are saved up with care, and used for the same purpose and in the same manner.

A considerable portion of the cotton lands either lie fallow during the winter months, or are planted with those crops which are ready for gathering prior to the sowing of the cotton seed. Frequently, however, two crops are found growing in the field at the same time. Wheat, for example, which is a winter crop, is reaped in the Shanghae district generally about the end of May, while the proper time for putting in the cotton seed is the beginning of that month or the end of April. In order, therefore, to have cotton on the wheat lands, the Chinese sow its seeds at the usual time amongst the wheat, and when the latter is reaped, the former is several inches above ground, and ready to grow with vigor when it is more fully exposed to the influence of sun and air. The Shanghae season, that is, from the late spring frosts to those in autumn, is barely long enough for the production and ripening of the cotton, as it is easily injured by frosts; and the Chinese farmer is thus obliged, in order to gain time and obtain two crops from his ground in one year, to sow its seeds before the winter crop is ready to be removed from the ground. When it is possible to have the first crop entirely removed before the cotton is sown, it is much preferred, as the land can then be well worked and properly manured, neither of which can otherwise be done. The method of sowing one crop before the preceding one is ripe and removed from the land is very common in this part of the country; and even in autumn, before the cotton stalks are taken out of the ground, other seeds are frequently seen germinating and ready to take the place of the more tender crop.

In the end of April and beginning of May—the land having been prepared in the manner just described—the cotton seeds are carried in baskets to the fields, and the sowing commences. They are generally

sown broadcast, that is, scattered regularly over the surface of the ground, and then the laborers go over the whole surface with their feet and tread them carefully in. This not only imbeds the seeds, but also acts like a roller to break and pulverize the soil. Germination soon commences, the seeds rooting first in the manure which had been scattered over the surface of the land. In some cases, the seed, instead of being sown broadcast, is sown in drills or patches, but this mode is less common than the other. These patches are often manured with bruised oil-cake, which is the remains of the cotton seed after its oil has been extracted. The rains, which always fall copiously at the change of the monsoon, which takes place at this season of the year, warm and moisten the earth, and the seeds swell, and vegetation progresses with wonderful rapidity. Many of the operations in Chinese agriculture are regulated by the change of the monsoon. The farmer knows from experience that when the winds, which have been blowing from the north and east for the last seven months, change to the south and west, the atmosphere will be highly charged with electric fluid, and the clouds will daily rain and refresh his crops.

The cotton fields are carefully tended during the summer months. The plants are thinned where they have been sown too thickly, the earth is loosened amongst the roots, and the ground hoed and kept free from weeds. If the season is favorable, immense crops are obtained, owing to the fertility of the soil; but if the weather happens to be unusually dry from June to August, the crop receives a check which it never entirely recovers, even although the ground after that period should be moistened by frequent showers. 1845 was a season of this kind, and the crop was a very deficient one compared with that of the previous year. The spring was highly favorable, and the plants looked well up to the month of June, when the dry weather set in, and gave them a check which they never recovered. Abundance of rain fell later in the season, but it was then too late, and only caused the plants to grow tall and run to leaf, without producing those secretions which ultimately go to the formation of flowers and seed.

The cotton plant produces its flowers in succession from August to the end of October, but sometimes, when the autumn is mild, blooms are produced even up to November, when the cold nights generally nip the buds, and prevent them from forming seed. In the autumn of 1844 this happened on the night of the 28th of October, when the thermometer sank to the freezing point, and then ice was found on the sides of the canals and ponds.

As the pods are bursting every day, it is necessary to have them gathered with great regularity, otherwise they fall upon the ground and the cotton gets dirty, which, of course, reduces its value in the market. Little bands of the Chinese are now seen in the afternoon in every field, gathering the ripe cotton, and carrying it home to the houses of the farmers. As the farms are generally small, they are worked almost entirely by the farmer and his family, consisting sometimes of three or even four generations, including the old gray-haired grandfather or great-grandfather, who has seen the crops of fourscore years gathered into his barns. Every member of these family groups has a certain degree of interest in his employment; the harvest is their own, and the more productive it is, the greater number of comforts they will be able to

afford. Of course, there are many cotton farms of larger size, where laborers are employed in addition to the farmer's family, but by far the greater number are small, and worked in the way I have just described. It is no unusual sight to see the family goats, too, doing their share of the work. Several of these animals are kept on almost every farm, where they are, of course, great favorites with the children, and often follow them to the cotton fields. Although the children, with their little hands, can gather the cotton as well as their elders, they are not strong enough to carry it about with them, and it is amusing to see their favorites, the goats, with bags slung across their backs, receiving the deposits of cotton, and bearing it home to the houses, evidently aware that they too are working for the general good.

However fine the crop may be, the Chinese are never sure of it until it is actually gathered in. Much depends upon a dry autumn, for, if the weather is wet after the pods begin to burst, they drop amongst the muddy soil, and are consequently much injured, if not completely destroyed. When the cotton reaches the farmyards, it is daily spread out on hurdles raised about four feet from the ground, and fully exposed to the sun. As the object is to get rid of all the moisture, it is, of course, only put out in fine weather, and is always taken into the house or barn in the evening. When perfectly dry, the process of separating it from the seeds commences. This is done by the well-known wheel with two rollers, which, when turned round, draws or sucks in the cotton, and rejects the seeds. It is a simple and beautiful contrivance, and answers well the end for which it is designed. The cotton is now sent to market, and a portion of the seeds are reserved for the next year's crop.

Early in the fine autumnal mornings the roads leading into Shanghai are crowded with bands of coolies from the cotton farms, each with his bamboo across his shoulders, and a large sack of cotton swung from each end. With these they hurry into the town, for the purpose of disposing of them to the merchants, who have numerous warehouses from which they send the cotton to the other provinces of the empire. These coolies, or small farmers—for many of them bring their own produce to market themselves—are very independent in their dealings. Having reached the first warehouse, the cotton is exposed to the view of the merchant, who is asked what price he intends to give for that particular quality; and should the sum offered be below the owner's expectations, he immediately shoulders his load and walks away to another merchant. At this season it is almost impossible to get along the streets near the sides of the river where the cotton warehouses are, owing to the large quantities of this commodity which are daily brought in from the country. It is bought up by the large cotton merchants, who empty it out in their warehouses, and then repack it in a neat and compact manner before it is conveyed on board the junks.

Before the cotton is converted into thread for the purpose of weaving it is cleaned and freed from knots by the well-known process common in our possessions in India. This is done by an elastic bow, the string of which, being passed under a portion of the cotton placed on a table, throws it into the air by the vibration which is kept up by the workman, and separates the fiber without at all breaking or injuring it. At the same time the wind, caused by the sudden vibrations, carries off the dust and other impurities. After this process the Chinese cotton is particu-

larly pure and soft, and is considered by good judges not to be surpassed by any in the world. It is much superior to that imported to China from Hindostan, and always commands a higher price in the Chinese market.

Every small farmer or cottage reserves a portion of the produce of his fields for the wants of his own family. This the female members clean, spin and weave at home. In every cottage throughout this district the traveller meets with the spinning-wheel and the small hand-loom, which used to be common in our own country in days of yore, but which have now given way to machinery. These looms are plied by the wives and daughters, who are sometimes assisted by the old men or young boys, who are unfit for the field. Where the families are numerous and industrious, a much greater quantity of cloth is woven than is required for their own wants, and in this case the surplus is taken to Shanghai and the adjacent towns for sale. A sort of market is held every morning at one of the gates of the city, where these people assemble and dispose of their little bundles of cotton cloth. Money is in this manner realized for the purchase of tea and other necessaries, which are not produced by the farms in this particular district.

When the last crops are gathered from the cotton fields, the stalks are carried home for fuel. Thus every part of it is turned to account; the cotton itself clothes them, and affords them the means of supplying themselves with all the necessaries of life; the surplus seeds are converted into oil; the stalks boil their frugal meals, and the ashes even—the remains of all—are strewed over their fields for the purpose of manure. But even before this takes place, the system I have already noticed—of sowing and planting fresh crops before the removal of those which occupy the land—is already in progress. Clover, beans and other vegetables are frequently above ground in the cotton fields before the stalks of the latter are removed. Thus the Chinese in the northern provinces lengthen by every means in their power the period of growth, and gain as much as they possibly can from the fertility of their land. The reader must bear in mind, however, that the soil in this district is a rich deep loam, which is capable of yielding many crops in succession without the aid of a particle of manure. Nature has showered her bounties on the inhabitants of the Chinese empire with no sparing hand; the soil is not only the most fertile in China, but the climate is capable of rearing and bringing to perfection many of the productions of the tropics as well as the whole of those found in all the temperate regions of the globe.—*FORTUNE'S Tea Districts of China*, vol. 1, chap. xii.

## THE MANCHESTER COTTON SUPPLY ASSOCIATION.

## ANNUAL REPORT FOR 1861.

THE fourth annual meeting of the Cotton Supply Association was held in the Town Hall, Manchester, on Tuesday, the 11th June. JOHN CHEETHAM, Esq., President of the Association, occupied the chair. Among the gentlemen present were EDMUND ASHWORTH, Esq., Vice-President; MALCOLM ROSS, Esq., Treasurer; HUGH MASON, Esq.; JOHN PLATT, Esq., Chairman of the Manchester Cotton Company; HENRY ASHWORTH, Esq.; THOMAS EMMOTT, Esq.; WILLIAM WANKLYN, Esq.; THOMAS CLEGG, Esq.; WRIGHT TURNER, Esq.; JOSIAH RADCLIFFE, Esq.; WILLIAM ARMITAGE, Esq.; JOHN CHEETHAM, JUN., Esq.; DR. FORBES, of India; DR. BEKE, the Abyssinian traveller; HENRY JORDAN, Esq., Commissioner from the Government of Queensland, Australia; REV. MR. TOWNSEND, from Abbeokuta, Africa; REV. JAMES STEWART; REV. W. ARTHUR; A. BINTON, Esq.; J. M. DUNLOP, Esq.; EDMUND HOWARTH, Esq.; E. C. HOWARD, Esq.; CHARLES SCHUSTER, Esq.; DR. RASSAERTS, French Consul; R. A. BARLOW, Esq.; W. HAYMAN, Esq.; A. IRELAND, Esq.; J. GARNETT, Esq.; JOSEPH LEESE, Esq.; J. SMITH, Esq.; J. C. OLLERENSHAW, Esq.; T. HEPPELL, Esq., Engineer to the Madras Railway; DAVID CHADWICK, Esq.; MR. G. R. HAYWOOD, Secretary, &c., &c.

MR. G. R. HAYWOOD, having read a portion of the report which had been previously circulated among the gentlemen present, the Chairman said:

Gentlemen: It is now four years since the association, whose claims we are this morning to advocate, appeared before the public of this town and neighborhood. The principle upon which that association was founded was, that it was unwise in a great manufacturing trade of this country, upon the continuance and extension of which so large an amount of population and of varied interests were concerned—it was most unwise that year after year this great trade should continue in almost total dependence upon one source of supply for its raw material. It was further said, in reference to that principle, that that great source of supply was connected with a mode of employing labor which could not (if we are believers in truth and righteousness) ultimately be continued, but might, at some moment unexpected to us all—it was fondly hoped to be a distant period then—fail and break down, leaving us in the direst emergency. I certainly, for one, little thought that within four years from that time these two objects on which we formed this association would combine together to illustrate the soundness of our principle and the wisdom of our project. We have had, after the largest crop of cotton which America ever produced, as sudden a collapse, larger in extent and amount than ever was similarly witnessed; and to that simple fact alone you have mainly owing the very considerable advance which has taken place in the price of the raw material. But we have, in addition, the totally unexpected and sudden spectacle of that country, arrayed into two hostile parties, and we look on with amazement, with regret and with terror, at the probable results which may flow

from this most unfortunate struggle. I know I speak your own sentiments when I say that every Englishman deeply regrets this struggle has taken place. We may wholly and entirely abominate the continuance of slavery in one section of that country, but we at the same time cannot but deeply regret its citizens should meet in hostile array, and we should see the unfortunate spectacle which that great republic now presents.

I think the principles upon which we founded this association are not stronger to-day than they were at first, though probably they are more extensively recognised. It is, however, a matter of regret that in the district which is more especially interested in discussing this question of obtaining a wider area for the supply of the raw material, we have so little of the interest and excitement found in other parts of the country. I have lately, with some other members of the Council, been on a deputation to London, and we found in every circle—whether the high circles of members of parliament and the nobility, or amongst the different merchants in the city—the great and absorbing question asked, “What are you doing in Lancashire, and what is to be the result there of this impending crisis in America?” That being the case, I think you must admit the paragraph in the report which states that now at least the trade of this country ought to congratulate itself that this association has been formed, and is working so successfully, is based on most satisfactory evidence. Had you been called together unexpectedly in consequence of this great crisis in America, you would have been without experience on this question; you would have had no information such as that now presented to you; and, being without any safe guide, the result probably would have been that you would have had various schemes totally unsound in their principles and objects, and which would have brought you into much trouble and loss, without achieving any of the objects at which they attained.

But your position now is this: You are possessed of information from every part of the world where cotton can be cultivated, with the exception of one country—I allude to China. It may be, we cannot expect to have supplies of cotton from that country, because it is an opponent of ourselves in the Indian market; but as we are now opening up the interior of that country, it is thought desirable we should obtain some information on the subject, and our foreign secretary (Lord JOHN RUSSELL) has kindly offered to send out instructions to our ambassadors and consuls to make inquiries for our guidance. We are, therefore, in a position to show you what are the sources upon which you may rely in the emergency on which we are now entering. Let us, however, recognise, as we ought to do, the superior advantages which the American planter has over any other individual in the growth of cotton. I am afraid we too often neglect this. We see men lightly sitting down to write an article, and saying cotton can be grown in this country and the other, without seeing the formidable obstacles which are in the way.

What is the position of the American planter? In the first place, he has the pre-eminent advantage of being an Anglo-Saxon, endowed with all the enterprise, skill and energy connected with that character. He is planted in a country whose soil and climate are peculiarly adapted to the culture of cotton—a culture which extends from the very lowest to the very finest quality. He is, from his intelligence and position, ade-

quately acquainted with the wants of the consumer ; he knows as well as we do what we want. He has the advantage of a country covered with roads, railways and water navigation ; he is able, with the greatest possible economy, to convey his produce to the port, and when he gets it there he has capital at hand to assist him in sending it on a short and speedy voyage to the great markets of the world. Now this is the man we are called to contend with ; and what are the places in the world in a condition to contend with this individual ?

It does so happen that from the information which your association possesses, we find that there are only two spots on the globe that possess the very first requisite for cotton cultivation, and that is labor. You have only the west coast of Africa, and the great continent of India, in which you have labor to employ. Every other country possessing soil and climate to grow a quality of cotton equal, and in some respects superior to that which America produces, has to contend with the want of labor. Take the case, first, of our own West India colonies. There is no doubt you have there climate and soil for the production of a most valuable quality of cotton ; and, looking back forty or thirty years ago, a very considerable supply was sent from those islands to this country. But since the abolition of slavery there has been a want of labor.

Mr. CROSS.—Before the abolition of slavery.

THE CHAIRMAN.—Well, perhaps it was ; but since the abolition of slavery there has been a want of labor, and I regret that our jealousy of again encouraging the traffic should have been carried to the extent of forbidding the planters a carefully guarded immigration of foreign labor to assist in the cultivation of the plantations. In addition to that, another and a more formidable difficulty presents itself in the fact that the culture of sugar and coffee are more advantageous to the planter than the culture of cotton ; and, therefore, while I am glad to see any parties whatever directing their attention to these colonies, yet still I see, in the absence of labor, and in the presence of more highly remunerative articles of cultivation, too great difficulties to hope for any large supplies thence. The same argument applies to Natal. I have friends in that colony who give the best and safest information, and they say that capital and enterprise will be directed to the cultivation of sugar and coffee. We shall get small lots from thence, but we shall have nothing like a steady and abundant cultivation of cotton.

Crossing over to Australia, we have there a climate and soil—especially in the colony of Queensland—equal to the production of the finest and most useful qualities, and there are no other products to disturb the attention of the cultivator. I have great hopes, therefore, with the immigration of Indian and Chinese coolies, that in the course of time something would be done there, and a large cultivation carried on. We now come to South America. Forty years ago we were very largely dependent upon Brazil for the supply of a very valuable quality of cotton ; but there the same element meets us as in the West Indian Islands. You find the cultivation of coffee and sugar more remunerative than that of cotton, and the consequence has been that Brazil, which at one period furnished us with 200,000 bales annually, now only returns 100,000 bales, and I expect the supply from that quarter will gradually become nearly extinct.

Chili and Peru also produce cotton. We have had a gentleman from Peru here stating that their climate and soil are well adapted to the

cultivation of cotton, and the small quantities which have come to us prove it. But they have no labor, and their government being opposed to the immigration of Chinese, they came to us to obtain our interest to procure the services of our own government to point out to theirs the advantages to be derived from bringing over the Chinese. Egypt is another cotton district. Within thirty years it has become a cotton country, growing a most valuable quality, and I believe is capable of a very considerable increase. But though you have labor, you have a government not alive to its own interest, and other difficulties of a kind which we are endeavoring to overcome.

We have decided that our commissioner shall proceed by way of Egypt to India, and, by the aid of our consul, show to the Pasha the great utility and prosperity that might result from his encouraging more largely the cultivation of cotton in his dominions. In Algiers, too, there is no question that you have a climate and soil adequate to the growth of very fine cotton. The French government has already been engaged in its cultivation, and some of the cotton grown there has been purchased by English spinners and found equal in quality to American. But, as I told a gentleman the other day in London, who said that they were getting up a joint-stock cotton company in Paris, they have no labor. The Arab is not a man who can be brought to that patient industry which such a cultivation requires; and the Emperor of the French, no doubt aware of this, and wishing to improve the cultivation of cotton, was most anxious to obtain that celebrated paragraph in the treaty with the Chinese which permits the free emigration of Chinese to other countries. Then we have Turkey. Some gentlemen in London are very anxious to turn their attention to the cultivation of cotton there. Your association has supplied seed and gins for the cultivation of cotton in Syria, and we have had cotton sent us equal to the best New-Orleans samples; but here again we are beset by the difficulties of misgovernment, and a total neglect of the precautions necessary to ensure the security of life and property, and thus it is unsafe in the present state of things for any Englishman to venture his person and capital in the undertaking.

It appears to me, then, that the energies of the trade at the present crisis should be chiefly directed to two places. The first I would allude to, where there is abundant labor, is the west coast of Africa, and a quality of cotton quite satisfactory, yet you are beset by a formidable difficulty. You are amongst a people rude, barbarous and uncivilized; you have hostile tribes frequently, as at the present moment, at deadly war with each other; and thus the efforts which my friend Mr. CLEGG has made, and which do him so much credit, and the efforts which this association have endeavored to make, are at the present moment in a great degree arrested by this unfortunate hostility and warfare amongst the tribes there. Then, again, you have the climate on the west coast of Africa, which is so detrimental to Europeans. I was told by Mr. CLEGG that he had lost either eleven or thirteen agents; and this association has lost the aid of three gentlemen to whom they had entrusted the carrying out of their views. Now, though I do hope to see in progress of time a considerable supply of cotton from Africa, I despair of its giving us any material assistance for some years to come.

India, then, must be our chief reliance. It is calculated that the present production of cotton there is not less than 6,000,000 bales annually.

The country, too, is under our own government, so that we have that advantage which we do not possess in many others, and it has, also, an abundance of free labor. We have no question of slavery to battle or grapple with, but at the same time there are most formidable difficulties there as compared with the position of the planter in America. In the first place, the cultivation is not in the hands of the Anglo-Saxon; there is no such man scarcely in the cotton districts as an Englishman. The cultivator is the ryot, a small farmer holding a few acres of land, and so poor that his seed has to be furnished by a banker, and when the crop arrives at maturity it is taken by this banker almost at his own price, which very seldom exceeds  $1\frac{1}{4}$ d. or  $1\frac{3}{4}$ d. per pound. It is cleaned in a very imperfect way, and sold by the banker to a dealer. The dealer falsely mixes it and packs it for the purpose of increasing his profit. Then, again, it is transferred from him to another dealer, undergoing a similar operation. When it reaches the hands of the native dealer at Bombay, it is pressed in large presses and sold to the English merchant. There is, therefore, the absence of European superintendence; and scarcely any produce whatever of the soil of India arrives at any satisfactory degree of cultivation without European superintendence; while you have no roads to the seaboard, no water communication, no railways, although there is a probability that shortly some will be put to our use. These are the disadvantages under which you labor as compared with the American planter.

There is another serious obstacle, and that, strange to say, under our own government. It was the understood and never-deviating principle of the Board of Control that no land should ever be sold to a European. You have, further, the jealousy of the civil service against any intrusion on the part of the European trader, who was and is denounced as an interloper. It is not at all surprising that under these disadvantages the cotton which you get from India is the worst grown in the whole world, that it fetches at all times the lowest prices, and when we come to talk to a great number of consumers, and ask them to look to India for a supply of cotton, they smile with incredulity, and say, if you direct your sympathies to any other part of the globe, they may agree with you. Now we have, from the inquiries which we have made, ascertained the possibility not only of increasing the quantity of cotton exported from India (which to my mind is quite a secondary consideration,) but also of realizing the other object which we have in view, and that is, elevating the quality to the standard of American cotton; so that in the event of a failure there, you have another country on which to rely. That is the great object we have in hand; and unless that can be obtained, I should despair of India.

We are charged, however, with not giving a sufficiently remunerative price to the Indian ryot. This has been the old stock-song for the last twenty years with everybody—from the Indian secretary down to his most humble subordinate. Now, one would have thought that practical men of the world would have seen, in the quaint language of HUDIBRAS, "the value of a thing is what it will bring;" and if Indian cotton will not bring a fair price, it is because the planter does not grow that which the consumer wants. You know last year there was a very abundant crop of cotton in America—especially of the inferior qualities; that the prices were comparatively low; and that the very

lowest of the American cotton, when clean, is far more suitable to the wants of the English spinner than Indian cotton. The consequence was, whilst last year the Indian export of cotton to Great Britain was 600,000 bales, the consumption here only reached to some 173,000 bales; so that had not the Russian, Germans and Swedes come in to take this cotton away, you would have had more than 400,000 bales piled up in the warehouses of Liverpool, indicative of its unsuitableness to the great proportion of our own consumers.

And this is not the case with last year only; but since 1855 we have received into the ports of this country from India 2,974,000 bales, or an average annual import of 496,000 bales, while our average annual consumption during this time has only been 266,000 bales; so that you have had an excess of imports over consumption annually of 230,000 bales of Indian cotton during this period. This excess has been carried away to the Continent; and so I find, while our annual consumption for the last six years has been 266,000 bales of Indian cotton, that of the Continent has been 286,000 bales. India, however, is capable of producing a much larger quantity for exportation than 600,000 bales annually. The exports of cotton from Bombay in the first four months of the present year are double in amount of those in the corresponding period of last year; and if this is continued throughout the year, probably 1,200,000 bales may be shipped from thence. I think we may fairly calculate to receive in this country 900,000 or 1,000,000 bales from India during the year; and I am happy to say there is a much larger proportion of it good cotton than has ever been received before. The association is, therefore, turning its attention to India, but not to it exclusively. We are ready to aid every other country which seems prepared to take up the cultivation of cotton; and it is singular that in the fourth year of our existence our correspondence is increasing, our connections extending, and our labors increasing also.

We have already been enabled to devote the development of this superior cotton cultivation in India, into the hands of a limited cotton company, the chairman of the executive of which is my friend, Mr. JOHN PLATT, of Oldham, and I have no doubt there will be no want of energy in carrying out its operations. To facilitate these, it has been decided to send our secretary, Mr. HAYWOOD, to India, in the character of a commissioner, and Sir CHARLES WOOD has very kindly placed the services of Dr. FORBES—who, I believe, is on the platform at this moment—at our disposal, and who will accompany Mr. HAYWOOD on his mission. Their object will be to establish first at Dharwar, where the cultivation of New-Orleans seed is progressing, and afterwards in such other parts of India as may appear suitable, a number of English agents, probably those intimately acquainted with the habits of the natives and their language, to promote the cultivation of the higher classes of cotton. If we distribute samples of these seeds, and offer for their cultivation a much higher remuneration to the ryots, we are told they will be quite as alive to the workings of self-interest as any class of people. Your association have thought it necessary to bring under the notice of government the difficulties which will impede the operation of the Cotton Company in India, and a deputation accordingly went a few days ago to London.

We have drawn the attention of government to, and have petitioned both houses of parliament upon three points, one of which is, that if

Englishmen are to go into the interior of India, and be connected in any way with the soil, we want an alteration in the existing law of tenure. The soil of India is invested really in the hands of the government. It has been their policy, as I have stated, that no independent Englishman should ever be allowed to hold a fee simple in India. Well, we are trying to break that down. We find the old civilian notion still existing, but we are backed up by practical men who have resided in India, and it is gratifying to find men long acquainted with Indian habits and views strengthening us in the great work we are undertaking.

We ask, in the next place, that our agents shall be protected, in making advances to the natives, by a simple and effective law for the enforcement of contracts. At present there is not sufficient protection to property or security for advances to the ryot. But the government say—"We are considering that question; we will do all we can to aid you in that object." And Sir CHARLES WOOD has lately laid on the tables of the House of Commons a bill for improving the law courts of India, more especially having a view to the introduction in the interior of English barristers as magistrates. I believe that this, if carried out, will be of very great assistance to us. Then, we propose to government a practical object in our present emergency. There is a portion of Central India, called Berar, very little known to Europeans. It is a large and widely-extended cotton-growing district. The cotton is chiefly consumed in the interior, but small quantities occasionally go to Calcutta for shipment to China. The river Godavery flows through this district 600 miles to the sea. Its navigation is, however, impeded at several points by rocks, to remove which obstacles an outlay of £400,000 or £500,000 would be requisite. Were this effected, cotton might be brought from Berar to Coringa (the port of shipment) at a cost of one-eighth of a penny per pound. We have, therefore, pressed this subject upon the government, and our views have been supported by Sir CHARLES TREVELYAN, the late governor of Madras, and Sir WILLIAM DENISON, the present governor.

The great Peninsular Railway Company are constructing a line to Nagpore, in Berar, a distance of 560 miles from Bombay. By this line cotton may be laid down in Bombay at a cost of one-third of a penny per pound (for freight;) so that in two directions this part of Central India may be opened for the transmission of produce for export. Sir CHARLES WOOD, whilst concurring with us as to the advantages to be derived from the opening of the Godavery, feels himself committed to the completion of the railways now in progress in India, and has promised to use every effort for the completion of this Berar line within the next two years. But already we find this and other railways are giving considerable aid in the transport of cotton, and that the native dealers readily avail themselves of their use; and as they gradually approach completion, we may look for much greater facilities for the transmission of cotton from the interior. I will only add, in conclusion, that in all the departments of government with which we have been brought into connection, we have found the warmest interest existing as to the promotion of the objects of the association; and when assistance can be rendered, we may rely upon its being done.

## THE COMMERCE AND NAVY OF BELGIUM.

I. THE FLEMINGS IN THE NINTH CENTURY. II. MARITIME LAW OF THE ELEVENTH CENTURY.  
III. FLAX AND HEMP CULTIVATION IN THE TWELFTH CENTURY. III. TRADE OF ENGLAND,  
SCOTLAND AND IRELAND WITH THE FLEMINGS.

WE are indebted to the London *Athenæum*, of September, for a criticism on the work of VAN BRUYSSSEL, on the Commerce and Navy of Belgium. The writer says that for the last half-century history has dwelt chiefly on the efforts that have been made by European nations for the advancement of their material prosperity, commercial and industrial. Never before was so much activity displayed in furtherance of this object. Electricity and steam have given an impetus to the efforts of the people, and the result must be a revision of the laws of commerce and a reform of the tariff. The division of labor, which has only been applied hitherto to individuals, must from henceforth be made applicable to nations. But in order to understand what objects are more especially adapted for the purposes of trade and commerce, we ought first to acquaint ourselves with the past traffic and navigation of each nation.

This is what M. VAN BRUYSSSEL has attempted to do with regard to Belgium, from the time of CÆSAR to the downfall of the Low Countries in 1830. He has shown how much a small population, gifted with perseverance and energy, may effect in a few centuries. He begins by describing the knowledge possessed by the Morini, Menapii and others on the coast, in working iron, making cloth, coloring wood, and in manufacturing different varieties of tissue. The inhabitants of these countries were also good sailors, and at a very early period established Belgium colonies in England. When the Romans came they found many of these colonies in Kent, Sussex, Surrey and elsewhere; the *Venta Belgarium*, which became the modern Winchester, was the centre and chief of these establishments. Mr. WRIGHT, in his history, has shown that the Menapii went even to Ireland for commercial purposes at that remote period.

The conquest of Gaul by CÆSAR put an end to this commercial activity, and it was not until long afterwards that the Belgians were again permitted to pursue their industrial occupations. The law prohibited the importation of certain products into Belgium, such as wine, oil and iron. The author here gives a detailed account of the different articles furnished by the Low Countries to Rome under the emperors.

At the decline of the Roman empire there was a long period during which commerce and literature were at a complete standstill in the north of Europe. Under CHARLEMAGNE new regulations gave a fresh impulse and vigor to trade. It was then that, for the first time, was established the uniformity of weights and measures. Under his son, LOUIS I., we find Ostend mentioned as a small seaport. Ships of various kinds were already made use of for commercial as well as for warlike purposes, all of which are carefully described in the work before us.

In the ninth century, says SIGEBERT DE GEMBLoux, Antwerp had already attained a certain importance as a place of traffic. ANDERSON, in his "History of Commerce," shows that the Flemings had, from the year 836, held an interchange of products with Scotland, which the Scots

found very advantageous, especially for the sale of their salt fish. The inhabitants of Aldenbourg were, even at that time, in the habit of going regularly into Wales on fishing excursions, killing their fish with lances and arrows. About a century later, BALDWIN III., Count of Flanders, instituted regular annual fairs in all the principal towns, which attracted a great many foreigners, and were instrumental in making Bruges, Courtrai, Calais and Thourout very prosperous cities.

To prove the prosperity produced in Flanders by commerce, it suffices to show that twelve or fourteen rich Flemings helped WILLIAM of Normandy in his conquest of England, by supplying him with soldiers, ships and money. Among other names cited we find GILBERT of Ghent, PHILIP and HUMPHREY of Courtrai, BERTRAND of Melle, RICHARD of Bruges, and many more. M. THIERRY is wrong in saying, in his "History of the Conquest of England," that the Count of Flanders refused all assistance to WILLIAM. The latter even promised to pay his father-in-law an annual rent of 300 marks in silver as the price of his supplies. This is stated by the English historian, MALMESBURY, and the Flemish chroniclers, MEYER, ONDEGHERST and DESPARS. Twenty ships were equipped by Flanders for this expedition. After the conquest many Saxons of noble birth took refuge in the Low Countries, and among others, the mother and the sister of HAROLD. It is to be regretted that M. VAN BRUYSSSEL has not alluded to the latter, as her tomb, with an inscription giving the details of her sorrows, was found some years ago among the ruins of the church of St. DONAT, in Bruges. This circumstance was well worth mentioning.

In such warlike times there were no laws for the regulation of commerce. The first appears in the eleventh century after the conquest of Jerusalem by GODFREY, of Bouillon. He established what are called *the assizes of the kingdom of Jerusalem*, the second part of which relates entirely to the rights and duties of maritime transactions.

Under HENRY I., of England, a considerable number of Flemish manufacturers and tradesmen settled in Pembrokeshire, where they constructed a road of great extent, called *Flemings' Way*, to facilitate traffic. Their cleverness in weaving wool and flax was so remarkable, that GERVASIUS, in his chronicle, says that it was in them an inborn gift of nature. TYTLER, in his history of Scotland, tells us, also, that the influx of Flemish merchants at the end of the twelfth century was one of the great causes of wealth in that country; and MACPHERSON, in his "Annals of Commerce," states that they were the first who introduced the cultivation of flax and hemp into England, as is mentioned in a charter of Westminster, in 1175.

A little later we find that some of the cities of Flanders possessed the largest emporiums of merchandise to be found in all Europe. WILLIAM, the Breton, thus describes in his poem of the "Philippidos" the amount of wealth in the harbor of Damme, when PHILIP AUGUSTUS, king of France, came to attack Flanders with 1,700 ships. He speaks of the port of Calais:

"The merchandise brought there by foreign vessels exceeds all belief. Masses of bullion, heaps of oriental wools, wax, cloths, Hungarian furs, grain, wines from Gascony, iron and other metals, and a number of other products from England, which were collected at Damme preparatory to exportation into other countries, bringing large profits to speculators."

M. VAN BRUYSSSEL gives interesting details on the forms of the different vessels of the thirteenth and fourteenth centuries, and on the commercial relations between Belgium and Europe during the same period. England, Scotland and Ireland traded with the Flemings in woods, leathers, lead, coals, cheese and salt. They received from Norway various sorts of birds; from Denmark, horses; from Russia, furs; Bohemia, Hungary and Poland, sent wax and gold and silver ingots; from Aragon came saffron, rice, almonds, &c.; from Germany, wine, corn and iron. Fez, Tunis and Morocco traded in furs and sugar; Constantinople, in alum and fruits; Egypt, in spices; and from Palestine, Armenia and other parts, came silks and gold and silver cloths.

The researches made by the author are very considerable. His long residence in London enabled him to examine the repositories of ancient documents; and the reader will be rewarded for perusing this book, more amusing in parts than many works of fiction, and replete with information hitherto but little known to the public.

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## THE COTTON QUESTION.

### A GLANCE AT THE COTTON TRADE.

By T. BAZLEY, of Manchester.

WE reprint the extended remarks made by Mr. THOMAS BAZLEY, (M. P. for Manchester,) at the recent meeting of the British Association. The facts communicated by Mr. BAZLEY are valuable in themselves, but his ignorance of the political features of the United States is somewhat curious, and no doubt leads some persons astray in their estimates of the workings of commerce and legislation in this country. Mr. BAZLEY, for instance, says "*the North has robbed the South by unjust exactions;*" for which he has no ground in fact. He alludes to the operation of the tariff. Now it is well known that the South has not been forced to buy northern goods when it preferred foreign. The duties paid by the South amount, perhaps, to fifteen millions of dollars annually on foreign goods consumed by them, or about two dollars per head. It is the North, mainly, that pay the duties on iron, woollens, liquors, &c. The South has the same advantages, and even greater, in the establishment of domestic manufactures, and could (in a time of peace) produce their own cotton goods as well as the North, if they thought proper. In fact, the South could manufacture cotton without the expense of double freight, double commissions, double insurance and loss of time, now involved in sending their raw cotton to remote parts, all which expenses are paid by the northern and European manufacturer on goods consumed in the southern States.

"*A protective system has been fostered in the North, founded very extensively upon the pirated inventions of this country,*" (England.) Here Mr. BAZLEY is equally at fault. If he will recur to the history of England for the past hundred years, he will find that it was by the protective system that England has built up her credit, wealth and greatness; and to *this day*

maintains a tariff more severe than the "odious" MORRILL tariff, which is so loudly abused by English politicians and their press. Great Britain last year levied custom-house duties amounting to twenty-two millions sterling, or about \$110,000,000. The United States, with a population two millions larger than that of Great Britain, has levied in no one year over sixty-four millions of dollars. The ten years, from 1850—1859, the aggregate custom-house duties levied by the United States were \$531,000,000, or an average of fifty-three millions of dollars; whereas Great Britain levied during the same period two hundred and fourteen millions sterling, or \$1,070,000,000, or about double the former.

Upon the single article of tobacco, mainly exported from this country, Great Britain has levied, in ten years, duties to the amount of two hundred and twenty millions of dollars! This is far more than the duties levied by the United States upon all the goods imported from Great Britain. Indeed, England has no ground of complaint against us as to the tariff. Let her reduce her custom-house duties to a level with our own and we will be content. Mr. BAZLEY's remarks were as follow:—*Ed. M. M.*

A century ago the population of Manchester was below 30,000, whilst now 350,000 persons reside in and occupy it. Population and wealth have wonderfully increased and ramified to other places; but now, in the zenith of prosperity, a mysterious hand has written upon our walls the words of caution and of admonition. During the last fifty years upwards of 20,000,000,000 pounds weight of cotton from all sources have been consumed in Great Britain, and the value would probably be not less than £750,000,000 sterling, or might equal a sum of the amount of our national debt, the chief supply having been obtained from the United States of America. Upon a fair computation, the import of that material, which has so largely employed the capital and labor of this country, has yielded a profit of not less than £1,000,000,000 sterling to the people of the United Kingdom within that period. The wonder is that so large a supply of cotton could be procured from that one source, the United States; and when we reflect that this country possesses a monopoly of the vast extent of territory found in the whole world capable of producing this raw material, the inference is most palpable, that there has been developed the most successful agricultural industry in the States of America, which has been either ever contemplated or realized; whilst in British colonies and dependencies apathy and neglect have prevailed. If the legislature had little sympathy with the great industry of Lancashire, the interests of our foreign possessions might have induced our rulers to stimulate productions in them, which would have found compensating markets at home.

The advocates of large and of independent supplies of raw cotton, from all possible sources, have never desired governmental favors, their object having been to promote the removal of repressing obstacles, and to procure, by the aid of a sound colonial policy, at least a fair share, in proportion to the extent of our foreign possessions, of not only cotton, but of every other product which they might more abundantly have yielded. During the last year the consumption of cotton in Great Britain was 85 per cent. from the United States, 8 per cent. from other foreign sources, and 7 per cent. from British territory.

The present position of the trade is most precarious and dangerous. Existing stocks and prospective supplies of cotton may enable the mills

to be worked into the spring of next year, at moderately full time; but afterwards, unless supplies be received from the United States, independent sources can only furnish the means of keeping the mills at work little more than one day in the week. With the growth of this industry 5,000,000 of our population have become, directly and indirectly, dependent upon it for their subsistence; and the productiveness of their capital and labor, including the raw material, was, for the last year, nearly eighty million pounds sterling. Of this large value twenty-five millions of cotton manufactures were absorbed in the consumption of the people of the United Kingdom, and there remained for exportation fifty-five millions.

The estimated capital engaged in its fixed and floating investments is two hundred million pounds. Now, when we contemplate the vast interests involved in this surprising trade, seeing that the people employed and connected with it exceed the population of the kingdom of Belgium, of Holland and of Portugal; that the national treasury receives from it an amazing sum in aid of the expenses of the State; that a commercial marine of unparalleled magnitude derives support from it; that the comfort and happiness of the laborers employed in it are imperilled by any indications which threaten to disturb its existence and prosperity; and that its suspension, or serious curtailment, would even endanger the general weal; we may well inquire what efforts have been made to sustain the usefulness, prosperity and permanency of this source of national riches.

That the cotton trade should have rested chiefly upon the one supply of the States of America for its very means of existence, every good and every wise man has deplored; but that to produce that supply the portion of the human family which is most defenceless should be held in the degradation of slavery is abhorrent to the feelings of the righteous, of the humane and of the benevolent. Most effectually to suppress slavery will be to supersede the necessity for the labor of the slave, and if the chiefs of Africa could be induced to cultivate sugar, cotton and tobacco upon their own soil, they need not expel and degrade their laborers.

Of the commercial policy of the United States of America censures can scarcely be too severe. In the Northern States protection has prevailed, and the people of the South have been compelled to pay extravagant and monopolist prices for the manufactures produced by their own agricultural labor, and which, in the form of cotton, has been received in this country free from every tax. The North has robbed the South by unjust exactions, and the South has robbed the negro of life and liberty! Why the British manufacturer has tamely submitted to an import tax of 30 per cent. upon cotton goods entering the States of America, whilst the raw cotton, the growth of those States, has been received here free from tax or impost, without making an effort to procure supplies of his raw material from free labor, with the right to send free exports in exchange, can only be accounted for by the anxiety to possess an apparent immediate benefit at the cost of advantages more enduring, but which could only be regarded as of prospective or future possession.

Partial and unjust government has at length reaped the fruit of convulsion, and for which unjust policy had sown the seed. The North has taxed for its own protection and advantage the people of the South and

their industry; and the South has held in degradation, oppression and slavery the laborers who have enriched their owners. Mutual wrongs have been committed, and hitherto no just object appears before the world as a cause of the lamentable struggle which is exhausting both of them. But slavery is doomed.

A protective system has been fostered in the North, founded very extensively upon the pirated inventions of this country, and by the agency of which our manufactures have been largely excluded from the markets of the States. Even their very literature has been abstracted from the intellectual faculties of those in their fatherland who have only their cultivated minds and soul-breathing thoughts for their inheritance.

In addition to these grave reasons, which mainly affect the morality of the States, this country has been paying a tribute of five million pounds sterling per annum to those States in excess of the price at which cotton could be remuneratively produced and sold. With the convulsion which exists in America, with the adverse commercial policy dominant there, and with the inhuman system of slavery which prevails in the cotton producing districts, what are the duties which devolve upon our governing and mercantile classes? If by the convulsion of the States we are taught our national as well as commercial duties, the lesson will be ultimately beneficial.

Whether it has been wise for our government to see continually increasing the dependence of this great trade upon the one chief supply of its raw material, and that source adverse in interest, and oppressive to its own labor, we can only answer in the negative. With the East and West Indies, with tracts in South, East and West Africa, and with land in Australia as extensive as Europe, capable of growing cotton from the lowest to the highest qualities, it is a national reproach to us that we have permitted our own fields to be uncultivated, and that our spinners and manufacturers have been driven by necessity to consume the produce of slavery.

Lacking the means of communication and of irrigation, the resources of the East Indies remain in much the same dormant condition in which they have been for two thousand years; but brighter prospects are opening in that great dependency; railways are being constructed, canals formed, river navigation improved and works of irrigation promoted. One great defect is, however, retained with perverse tenacity. The tenure of land is obstructive alike to the rights of individual ownership, and to its effective cultivation. Without doing the slightest wrong to the holders of any land, its equitable transfer might be sanctioned, and a landed proprietary as influential as in our own country might be established. Protection to life and the rights of property, with every other just adjunct of good government, will inevitably lead to prosperity.

Small supplies of cotton, as good as that obtained from New-Orleans, are now received from India, and the cotton of this vast dependency is certainly improving; but whilst, from a combination of circumstances and causes, the ryot of India is only paid 12s. per acre for his crop of cotton, and the American cultivator can obtain £12, the energy and capability of the former cannot be developed. Supposing efforts to be made commensurate with indicated difficulties, all the common cottons, or 75 per cent. of the consumption of Great Britain, might be obtained from India in a couple of years. From Egypt the supply of cotton may

increase, but there the withering influence of the despot retards its extended cultivation, though the spirited, energetic and successful enterprise of MEHEMET ALI is an example deserving the imitation of better men. He introduced that agricultural industry into his vice-royalty, and founded a fountain of wealth whence flow millions of annual income to the advantage of Egypt.

For all the finer, higher and better classes of cotton, from New-Orleans, Brazil and Egypt, to the most beautiful Sea Island, Queensland, in Australia, might quickly afford all requisite supplies. That territory alone, besides sustaining the population of Europe, could easily be made to produce all the cotton now consumed in the world; but so sweeping a change and enlarged production need not be deliberated upon, the facts being only referred to as illustrating the powers of that colony. In seeking from the government the development of the resources of the colonies, the two-fold advantage would arise of which that power would financially be greatly benefited, alike at home and in the colonies. Government must set its colonial house in order. Land grants for beneficial purposes should be free, facilities afforded for emigration, public works promoted, and prosperity will follow in the train. Capitalists, merchants and manufacturers, whose investments are largely embarked in the cotton trade, have duties devolving upon them.

These bodies are known to have large investments in foreign railways, in the cultivation of sugar and other products, and in many dubious securities; but in the cultivation of the staple raw material of their own pursuits they have not ventured to embark. Last year the cotton trade contributed to capital and labor fifty million pounds sterling, and in the last fifty years the aggregate reward has been one thousand millions. Surely from these treasures might be spared some pittance of capital to free the negro, and to insure still greater prosperity to industry.

Supposing the government of our country to be willing to make all the preliminary arrangements which will contribute to the security and profit of capital invested in cotton growing, the clear duty of the class referred to will be to enter upon investments with no niggard hand; and, for their encouragement, it may be mentioned that very recently an extensive Louisiana cotton planter has asserted that he could grow cotton at 3d. per lb. which is now worth 9d. per lb. in Liverpool, and of course he has had to buy his laborers, and afterwards to sustain them. The confessed profit is 200 per cent., but, in all sobriety of judgment, cotton growing would afford 100 per cent. of recompense.

Here, then, the governing, the capitalist, the mercantile and the manufacturing classes have duties in common to perform, and from which none of them should withhold their willing help. Upon this subject the warning voice has been long and often heard, and the present embarrassment in cotton supplies has been anticipated. Having, therefore, been forewarned, may this great and world-benefiting industry be forearmed.

## ANNUAL REPORT ON BREADSTUFFS.

THE export of breadstuffs, domestic as well as foreign, is one of the first importance to this country; it is especially so to the city and State of New-York in the present condition of the financial and commercial affairs of the nation. From the port of New-York alone were exported to foreign countries, in the single month of August, 1861, (being the close of the cereal year,) no less than 297,000 barrels of flour, 2,389,000 bushels of wheat and 2,338,000 bushels of Indian corn, valued at over six millions of dollars. In order to present this subject to our readers in its full breadth, we copy from the annual circular of Mr. EDWARD BILL the following tabular statement of the export of breadstuffs, from this and other ports, to Great Britain and Ireland, for the past year, compared with fourteen former years, viz., 1846-1860:

## EXPORT OF BREADSTUFFS TO GREAT BRITAIN AND IRELAND, FROM SEPTEMBER 1, 1860, TO SEPTEMBER 1, 1861.

From	Barrels Flour.	Barrels Corn Meal.	Bushels Wheat.	Bushels Corn.
New-York, .....	1,775,338 ..	3,266 ..	20,541,073 ..	8,653,569
New-Orleans, .....	179,427 ..	996 ..	66,767 ..	1,464,267
Philadelphia, .....	192,175 ..	.....	1,593,416 ..	704,447
Baltimore, .....	127,031 ..	48 ..	969,084 ..	853,200
Boston, .....	126,846 ..	106 ..	13,032 ..	14,100
Other ports, .....	160,844 ..	.....	2,369,998 ..	15,451
One year to Sept. 1, 1861, .....	2,561,661 ..	4,416 ..	25,553,370 ..	11,705,034
" " 1860, .....	717,156 ..	944 ..	4,938,714 ..	2,221,857
" " 1859, .....	106,457 ..	58 ..	439,010 ..	342,013
" " 1858, .....	1,295,430 ..	143 ..	6,555,643 ..	3,317,802
" " 1857, .....	849,600 ..	685 ..	7,479,401 ..	4,746,278
" " 1856, .....	1,641,265 ..	6,816 ..	7,956,406 ..	6,731,161
" " 1855, .....	175,209 ..	4,768 ..	324,427 ..	6,679,138
" " 1854, .....	1,846,920 ..	41,726 ..	6,038,003 ..	6,049,371
" " 1853, .....	1,600,449 ..	100 ..	4,823,519 ..	1,425,278
" " 1852, .....	1,427,442 ..	1,680 ..	2,728,442 ..	1,487,398
" " 1851, .....	1,559,584 ..	5,620 ..	1,496,355 ..	2,205,601
" " 1850, .....	574,757 ..	6,411 ..	461,276 ..	4,753,358
" " 1849, .....	1,137,556 ..	82,900 ..	1,140,194 ..	12,685,260
" " 1848, .....	182,583 ..	108,534 ..	241,309 ..	4,390,226
" " 1847, .....	3,155,845 ..	844,187 ..	4,000,359 ..	17,157,659
Total for fifteen years, .....	18,831,914 ..	1,108,988 ..	74,176,428 ..	85,897,434

## TO THE CONTINENT, FROM NEW-YORK AND OTHER PORTS.

	Barrels Flour.	Bushels Wheat.	Bushels Corn.	Barrels Rye.
One year to Sept. 1, 1861, .....	142,129 ..	3,452,496 ..	101,145 ..	347,258
" " 1860, .....	49,243 ..	178,031 ..	19,358 ..	.....
" " 1859, .....	51,388 ..	57,845 ..	25,519 ..	.....
" " 1858, .....	303,100 ..	390,428 ..	16,848 ..	13,100
" " 1857, .....	483,344 ..	2,875,653 ..	543,590 ..	216,162
" " 1856, .....	748,408 ..	2,610,079 ..	282,083 ..	1,975,178
" " 1855, .....	7,763 ..	4,972 ..	308,428 ..	35,569
Total for seven years, .....	1,785,375 ..	9,569,504 ..	1,296,971 ..	2,587,267

## FROM CANADA TO GREAT BRITAIN AND IRELAND, via ST. LAWRENCE.

	Barrels Flour.	Bushels Wheat.	Bushels Corn.	Bushels Peas.	Bushels Oats.	Barrels Oatm'l.
Jan. 1 to Aug. 22, 1861, .....	369,648	3,221,277	134,196	1,236,218	289,273	17,929

In order to show the breadstuffs trade of this port alone, as indicated by its foreign exports, we extract from the *New-York Shipping List* the following elaborate monthly table of exports of breadstuffs to all foreign ports from New-York city, from Sept. 1 to Aug. 31, for the following years:

**FLOUR—Bbls.**

MONTHS.	1860-61.	1859-60.	1858-59.	1857-58.	1856-57.	1855-56.	1854-55.	1853-54.	1852-53.	1851-52.	1850-51.	1849-50.
September,.....	251,688	79,422	92,851	80,776	103,202	111,471	24,302	197,482	125,246	122,336	215,084	74,575
October,.....	270,892	141,157	140,288	169,506	193,896	193,961	34,687	261,143	122,974	84,339	141,687	45,286
November,.....	228,678	126,641	75,906	171,886	244,639	221,378	49,757	410,258	106,663	148,460	155,268	69,145
December,.....	187,565	139,589	58,266	104,584	205,808	207,052	56,188	395,239	112,010	74,504	96,555	80,160
January,.....	168,959	49,138	30,930	125,720	110,546	180,839	72,794	208,700	115,746	39,336	49,855	56,302
February,.....	186,868	34,635	36,120	108,982	94,305	126,048	30,244	132,213	101,927	61,263	28,002	33,007
March,.....	171,539	69,193	49,140	73,553	119,665	89,411	22,474	85,052	137,135	62,612	27,649	27,181
April,.....	211,140	83,445	71,168	124,790	80,128	74,375	40,390	67,103	146,117	76,750	44,805	23,331
May,.....	200,068	103,810	65,492	111,604	78,685	124,952	37,608	70,390	63,294	142,606	97,286	29,276
June,.....	271,593	177,377	56,900	162,877	53,188	329,348	20,584	96,052	145,008	149,583	97,466	55,406
July,.....	281,779	221,607	11,342	173,308	59,919	293,185	33,087	87,246	187,632	180,306	231,084	47,921
August,.....	297,243	239,236	75,006	140,708	58,869	217,754	36,240	32,580	164,903	124,357	268,583	148,462
Total,.....	2,728,012	1,465,250	762,759	1,547,794	1,402,850	2,169,769	459,145	2,043,458	1,548,715	1,261,952	1,453,574	690,052

**Export of WHEAT—Bushels—from New-York.**

MONTHS.	1860-61.	1859-60.	1858-59.	1857-58.	1856-57.	1855-56.	1854-55.	1853-54.	1852-53.	1851-52.	1850-51.	1849-50.
September,.....	2,228,924	.....	132,890	620,622	1,099,029	277,583	.....	930,528	551,883	204,864	64,226	27,283
October,.....	2,600,226	79,839	174,670	694,241	1,829,131	947,569	16,953	1,502,881	684,688	118,866	103,229	41,716
November,.....	2,472,162	144,403	124,815	910,269	2,057,913	1,214,102	13,728	1,809,908	471,289	317,743	265,822	69,610
December,.....	2,027,145	117,112	9,787	468,235	1,464,201	1,011,626	103,082	1,491,907	441,246	152,585	164,227	116,577
January,.....	832,169	50,196	10,759	180,631	239,994	360,631	41,041	661,676	261,396	88,519	23,641	38,802
February,.....	1,060,995	59,299	5,990	17,358	177,179	209,384	.....	288,621	112,801	108,554	.....	14,568
March,.....	972,688	25,842	600	33,257	270,661	143,374	3,643	299,965	189,302	120,608	40,693	2,010
April,.....	999,843	175,878	1,567	127,743	138,708	79,159	.....	43,558	276,842	136,142	20,081	3,138
May,.....	1,729,108	356,010	3,000	405,680	75,092	248,523	986	63,530	172,179	165,617	65,755	.....
June,.....	3,577,243	792,926	.....	1,171,513	130,698	910,765	1,485	307,302	390,976	82,044	60,525	11,640
July,.....	2,968,999	1,401,791	9,026	672,939	182,950	1,291,599	12,675	145,209	597,092	279,122	192,096	100
August,.....	2,889,645	1,743,045	14,184	885,298	112,509	1,214,167	61,806	77,853	520,200	206,986	270,665	45,954
Total,.....	23,889,147	4,946,346	487,288	5,696,876	7,772,495	7,968,882	255,849	7,622,938	4,669,844	1,976,950	1,270,960	374,398

## Export of CORN—Bushels—from New-York.

MONTHS.	1860-61.	1859-60.	1858-59.	1857-58.	1856-57.	1855-56.
September,.....	189,726	12,175	72,861	175,126	858,727	357,242
October,.....	260,098	7,923	200,785	190,068	888,888	180,407
November,.....	599,531	2,610	93,173	87,684	880,632	206,279
December,.....	851,870	9,086	15,560	49,190	237,540	832,165
January,.....	613,261	4,149	5,789	144,684	142,642	295,293
February,.....	603,751	23,561	20,775	256,797	311,701	221,608
March,.....	789,664	70,321	19,298	412,406	681,560	401,202
April,.....	1,057,004	105,786	21,701	456,814	357,528	557,506
May,.....	799,151	483,930	16,739	142,331	185,998	848,795
June,.....	768,968	877,573	19,480	109,529	21,678	800,716
July,.....	397,276	175,386	33,684	19,263	18,557	97,636
August,.....	2,338,429	147,371	16,729	13,244	76,089	256,657
Total,.....	9,268,729	1,919,871	536,524	2,057,086	3,606,535	3,499,506

MONTHS.	1854-55.	1853-54.	1852-53.	1851-52.	1850-51.	1849-50.
September,.....	193,857	19,890	20,914	30,008	51,518	61,978
October,.....	490,118	26,004	11,517	114,095	24,671	193,131
November,.....	880,573	144,168	5,743	114,814	18,943	145,805
December,.....	750,583	364,175	12,208	8,073	49,345	70,792
January,.....	508,859	453,311	30,956	42,199	93,672	97,662
February,.....	320,097	726,711	122,716	50,823	42,809	522,423
March,.....	383,834	591,358	184,860	78,819	25,065	463,141
April,.....	163,314	383,959	118,426	107,255	67,308	360,084
May,.....	86,307	360,759	65,963	190,126	510,507	414,529
June,.....	437,828	488,415	42,275	104,609	424,337	419,525
July,.....	773,485	109,231	12,086	105,538	175,895	119,072
August,.....	333,414	124,111	8,893	33,861	111,441	11,936
Total,.....	5,327,269	3,792,092	636,557	980,220	1,565,521	2,880,018

## FOREIGN EXPORTS OF FLOUR, WHEAT AND CORN, FOR THE YEAR ENDING AUGUST 31, 1861, FROM THE PORT OF NEW-YORK.

	FLOUR.		WHEAT.		CORN.				
	Average price.	Total value.	Average price.	Total value.	Average price.	Total value.			
Sept., 1860, ..	251,688	\$ 5 85	\$ 1,472,374	2,228,924	\$ 1 30	\$ 2,897,601	189,726	68 c.	\$ 128,014
Oct., " "	270,892	5 75	1,557,629	2,600,226	1 22	3,172,275	260,098	66	171,665
Nov., " "	228,678	5 70	1,303,465	2,472,162	1 23	3,164,367	599,531	70	419,672
Dec., " "	187,565	5 25	984,716	2,027,145	1 15	2,331,217	851,870	66	511,122
Jan., 1861, ..	168,959	5 70	963,066	832,169	1 26	1,048,533	613,261	72	441,548
Feb., " "	186,868	5 60	1,046,461	1,060,995	1 26	1,336,353	603,751	70	422,626
March, " "	171,539	5 50	943,464	972,688	1 25	1,215,860	789,664	68	536,971
April, " "	211,140	5 60	1,182,384	999,843	1 23	1,279,799	1,057,004	70	739,908
May, " "	200,068	5 50	1,100,004	1,729,108	1 25	2,161,385	799,151	68	543,423
June, " "	271,593	5 50	1,493,761	3,577,243	1 20	4,292,692	768,968	57	433,312
July, " "	281,779	4 50	1,263,006	2,963,999	1 00	2,968,999	397,276	54	214,529
Aug., " "	297,243	4 75	1,411,904	2,389,645	1 00	2,389,645	2,338,429	48	1,122,446
12 months, ..	2,728,012		\$ 14,727,234	23,859,147		\$ 28,259,226	9,268,729		\$ 5,690,231

## JOURNAL OF AGRICULTURE.

I. THE BRITISH HARVEST. II. THE IMPORTANCE OF A GOOD HARVEST. III. GUANO DISCOVERIES.  
IV. FLAX CULTURE.

### THE BRITISH HARVEST OF 1861.

The latest accounts received, with respect to the harvest, are not satisfactory. The wheat crop is deficient in the number of sheaves, and the weight, after threshing, is inferior to that of a fair average crop. Many fields of wheat are injured by rust, and in other places the corn on the ground has heated. The farmers who cut their wheat before it arrived at maturity have suffered least. These unfavorable accounts have produced an effect on the Paris flour-market, and sellers are now slow in presenting themselves. Even bakers have consented to pay one franc the sack more than in the preceding week.

### THE IMPORTANCE OF A GOOD HARVEST.

The cost of British imports of grain of all kinds, as well as flour for the last seven years, were, in the year

1854,....£ 21,760,283	.. 1856,....£ 23,039,422	.. 1858,....£ 20,152,641	
1855,.... 17,508,700	.. 1857,.... 19,380,567	.. 1859,.... 18,042,033	

making a total in six years of £119,833,676, and an annual average of £19,980,613, paid for foreign grain and flour, while in the year 1860 the cost amounted to the enormous sum of £31,671,918, mainly owing to the bad harvest in England; but these figures do not represent, by any means, the full extent to which we are still subjected by the harvest of 1860. They only show what a large sum of money we have paid; but the payments in that year were not near so heavy as they have been since. The official information, brought down to the end of April, makes the value of the grain and flour imported in the first four months of 1859, £4,384,045; 1860, £3,913,001, and 1861, £12,435,435, by which it will be seen that we have been paying for the first four months of the current year at the rate of £37,306,305 per annum, or £8,522,434 more for breadstuffs than in the same period of 1860.—*London Times, Aug., 1861.*

### GUANO DISCOVERIES.

By accounts recently received from Sydney, it appears that the guano, discovered some time since on Flat Island, in Port Philip Bay, is now in much use, the difference of price between this guano and that imported from the Chincha and other islands on the coast of Peru being very considerable, the former being five guineas per ton, while the latter commands from £15 to £16. Experienced navigators aver that large de-

posits of that article are to be found upon the many uninhabited spots on the South Sea Islands. Samples from some places in the South Pacific, brought by American vessels, have been analyzed with even more favorable results than those of the Flat Island. In one analysis of the latter, the highest per centage of that fertilizing substance, phosphate, was 43.03, whilst the former shows a much superior per centage, and is as follows: Phosphate and carbonate of lime, 65; moisture, 28; organic matter, 5; saline matter, 2—100. It is devoid of smell in consequence of its deficiency of ammonia. Flat Island guano, on its first introduction into Victoria, met with much prejudice; but its extensive use now has removed this erroneous impression. Government, as well as the Board of Agriculture, have been furnished with various analyses, which all agree as to the efficacy of Flat Island guano. The cargo of guano, the analysis of which is given above, was brought from M'Keen's Island, one of the Phoenix group, in 4° south latitude, 176° west longitude. Other cargoes have been brought from Baker's Island, 13 miles north of the equator, 23° south latitude, 176° west longitude.

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#### FLAX CULTURE.

An adjourned meeting of the prominent citizens of Niagara county, and others interested, was held at the American Hotel, Lockport, in August last, to hear the report of a committee appointed to ascertain the facts in regard to the culture of flax in that locality, and to confer with the "American Flax Company." The practical conclusions of the committee may be gathered from the following:

That from the best information they could obtain from farmers and publications upon the subject, a fair average yield of dry straw after the seed has been threshed off, is a ton and a half per acre, and ten bushels of seed, although two tons of straw and eighteen bushels of seed have frequently been raised upon an acre of land. That the lands of this county and the adjoining counties of Erie, Orleans and Genesee, are well adapted to the growth of flax, and that the crop in these counties would be highly remunerative to the farmers. We do not regard it as a peculiarly exhausting crop, and it has the great advantage of keeping the land clean and free from weeds, and is a good crop to seed with, either for timothy or clover.

After hearing the report, a discussion of the subject ensued, in which Hon. WASHINGTON HUNT and Hon. S. B. RUGGLES, Mr. TURNER, of Black Rock, and other distinguished gentlemen took part. The following resolutions were adopted:

On motion of Governor HUNT, it was resolved, that it is the opinion of this meeting that the "American Flax Company" will be able to procure all they want at \$8 per ton, and that we will do all in our power to aid and assist in procuring such supply.

On motion of Dr. MORSE, it was resolved, that a committee of three be appointed to get the pledge of farmers to raise from one to three thousand tons of flax straw, to see that a sufficient supply of the best kind of flax seed be brought into market, and to make such other arrangements as are necessary to forward the enterprise.

## JOURNAL OF MINING AND MANUFACTURES.

I. THE NEW PATENT LAW OF THE UNITED STATES. II. PATENT LAWS OF EUROPEAN GOVERNMENTS. III. QUICKSILVER. IV. COCOANUT OIL. V. INDIA RUBBER VARNISH.

## UNITED STATES PATENT LAW AMENDMENT ACT OF 1861.

AN ACT IN ADDITION TO "AN ACT TO PROMOTE THE PROGRESS OF THE USEFUL ARTS." Approved March 2, 1861.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the commissioner of patents may establish rules for taking affidavits and depositions required in cases pending in the Patent Office, and such affidavits and depositions may be taken before any justice of the peace, or other officer authorized by law to take depositions to be used in the courts of the United States, or in the State courts of any State where such officer shall reside; and in any contested case pending in the Patent Office, it shall be lawful for the clerk of any court of the United States for any district or territory, and he is hereby required, upon the application of any party to such contested case, or the agent or attorney of such party, to issue subpœnas for any witnesses residing or being within the said district or territory, commanding such witnesses to appear and testify before any justice of the peace, or other officer as aforesaid, residing within the said district or territory, at any time and place in the subpœna to be stated; and if any witness, after being duly served with such subpœna, shall refuse or neglect to appear, or, after appearing, shall refuse to testify, (not being privileged from giving testimony,) such refusal or neglect being proved to the satisfaction of any judge of the court whose clerk shall have issued such subpœna, said judge may thereupon proceed to enforce obedience to the process, or to punish the disobedience in like manner as any court of the United States may do in case of disobedience to process of subpœna *ad testificandum* issued by such court; and witnesses in such cases shall be allowed the same compensation as is allowed to witnesses attending the courts of the United States. *Provided,* That no witnesses shall be required to attend at any place more than forty miles from the place where the subpœna shall be served upon him to give a deposition under this law. *Provided, also,* That no witness shall be deemed guilty of contempt for refusing to disclose any secret invention made or owned by him. *And provided, further,* That no witness shall be deemed guilty of contempt for disobeying any subpœna directed to him by virtue of this act, unless his fees for going to, returning from and one day's attendance at the place of examination, shall be paid or tendered to him at the time of the service of the subpœna.

SEC. 2. *And be it further enacted,* That, for the purposes of securing greater uniformity of action in the grant and refusal of letters patent, there shall be appointed by the President, by and with the advice and consent of the Senate, three examiners-in-chief, at an annual salary of

three thousand dollars each, to be composed of persons of competent legal knowledge and scientific ability, whose duty it shall be, on the written petition of the applicant, for that purpose being filed, to revise and determine upon the validity of decisions made by examiners when adverse to the grant of letters-patent, and also to revise and determine in like manner upon the validity of the decisions of examiners in interference cases, and when required by the commissioner in applications for the extension of patents, and to perform such other duties as may be assigned to them by the commissioner; that from their decisions appeals may be taken to the commissioner of patents in person, upon payment of the fee hereinafter prescribed; that the said examiners-in-chief shall be governed in their action by the rules to be prescribed by the commissioner of patents.

SEC. 3. *And be it further enacted*, That no appeal shall be allowed to the examiners-in-chief from the decisions of the primary examiners, except in interference cases, until after the application shall have been twice rejected; and the second examination of the application by the primary examiner shall not be had until the applicant, in view of the references given on the first rejection, shall have renewed the oath of invention, as provided for in the seventh section of the act, entitled "An act to promote the progress of the useful arts, and to repeal all acts and parts of acts heretofore made for that purpose," approved July fourth, eighteen hundred and thirty-six.

SEC. 4. *And be it further enacted*, That the salary of the commissioner of patents, from and after the passage of this act, shall be four thousand five hundred dollars per annum, and the salary of the chief clerk of the Patent Office shall be two thousand five hundred dollars, and the salary of the librarian of the Patent Office shall be eighteen hundred dollars.

SEC. 5. *And be it further enacted*, That the commissioner of patents is authorized to restore to the respective applicants, or, when not removed by them, to otherwise dispose of such of the models belonging to rejected applications as he shall not think necessary to be preserved. The same authority is also given in relation to all models accompanying applications for designs. He is further authorized to dispense in future with models of designs when the design can be sufficiently represented by a drawing.

SEC. 6. *And be it further enacted*, That the tenth section of the act approved the third of March, eighteen hundred and thirty-seven, authorizing the appointment of agents for the transportation of models and specimens to the Patent Office, is hereby repealed.

SEC. 7. *And be it further enacted*, That the commissioner is further authorized, from time to time, to appoint, in the manner already provided for by law, such an additional number of principal examiners, first assistant examiners and second assistant examiners, as may be required to transact the current business of the office with despatch, provided the whole number of additional examiners shall not exceed four of each class, and that the total annual expenses of the Patent Office shall not exceed the annual receipts.

SEC. 8. *And be it further enacted*, That the commissioner may require all papers filed in the Patent Office, if not correctly, legibly and clearly written, to be printed at the cost of the parties filing such

papers; and for gross misconduct he may refuse to recognise any person as a patent agent, either generally or in any particular case; but the reasons of the commissioner for such refusal shall be duly recorded, and be subject to the approval of the President of the United States.

SEC. 9. *And be it further enacted,* That no money paid as a fee on any application for a patent, after the passage of this act, shall be withdrawn or refunded, nor shall the fee paid on filing a caveat be considered as part of the sum required to be paid on filing a subsequent application for a patent for the same invention.

That the three months' notice given to any caveator, in pursuance of the requirements of the twelfth section of the act of July fourth, eighteen hundred and thirty-six, shall be computed from the day on which such notice is deposited in the post-office at Washington, with the regular time for the transmission of the same added thereto, which time shall be endorsed on the notice; and that so much of the thirteenth section of the act of Congress, approved July fourth, eighteen hundred and thirty-six, as authorizes the annexing to letters patent of the description and specification of additional improvements, is hereby repealed; and in all cases where additional improvements would now be admissible, independent patents must be applied for.

SEC. 10. *And be it further enacted,* That all laws now in force fixing the rates of the Patent Office fees to be paid, and discriminating between the inhabitants of the United States and those of other countries, which shall not discriminate against the inhabitants of the United States, are hereby repealed, and in their stead the following rates are established:

On filing each caveat, ten dollars.

On filing each original application for a patent, except for a design, fifteen dollars.

On issuing each original patent, twenty dollars.

On every appeal from the examiners-in-chief to the commissioner, twenty dollars.

On every application for the re-issue of a patent, thirty dollars.

On every application for the extension of a patent, fifty dollars; and fifty dollars, in addition, on the granting of every extension.

On filing each disclaimer, ten dollars.

For certified copies of patents and other papers, ten cents per hundred words.

For recording every assignment, agreement, power of attorney and other papers, of three hundred words or under, one dollar.

For recording every assignment and other papers over three hundred and under one thousand words, two dollars.

For recording every assignment or other writing, if over one thousand words, three dollars.

For copies of drawings, the reasonable cost of making the same.

SEC. 11. *And be it further enacted,* That any citizen or citizens, or alien or aliens, having resided one year in the United States, and taken the oath of his or their intention to become a citizen or citizens, who by his, her or their own industry, genius, efforts and expense, may have invented or produced any new and original design for a manufacture, whether of metal or other material or materials, an original design for a bust, statue or bass-relief, or composition in alto or basso relieve, or any new and original impression or ornament, or to be placed on any ar-

ticle of manufacture, the same being formed in marble or other material, or any new and useful pattern, or print, or picture, to be either worked into or worked on, or printed, or painted, or cast, or otherwise fixed on any article of manufacture, or any new and original shape or configuration of any article of manufacture, not known or used by others before his, her or their invention or production thereof, and prior to the time of his, her or their application for a patent therefor, and who shall desire to obtain an exclusive property or right therein to make, use and sell, and vend the same, or copies of the same, to others, by them to be made, used and sold, may make application in writing to the commissioner of patents, expressing such desire, and the commissioner, on due proceedings had, may grant a patent therefor, as in the case now of application for a patent, for the term of three and one-half years, or for the term of seven years, or for the term of fourteen years, as the said applicant may elect in his application: *Provided*, That the fee to be paid in such application shall be for the term of three years and six months, ten dollars; for seven years, fifteen dollars; and for fourteen years, thirty dollars: *And provided*, That the patentees of designs under this act shall be entitled to the extension of their respective patents for the term of seven years from the day on which said patents shall expire, upon the same terms and restrictions as are now provided for the extension of letters patent.

SEC. 12. *And be it further enacted*, That all applications for patents shall be completed and prepared for examination within two years after the filing of the petition, and in default thereof they shall be regarded as abandoned by the parties thereto, unless it be shown to the satisfaction of the commissioner of patents that such delay was unavoidable; and all applications now pending shall be treated as if filed after the passage of this act; and all applications for the extension of patents shall be filed at least ninety days before the expiration thereof, and notice of the day set for the hearing of the case shall be published, as now required by law, for at least sixty days.

SEC. 13. *And be it further enacted*, That in all cases where an article is made or vended by any person under the protection of letters patent, it shall be the duty of such person to give sufficient notice to the public that said article is so patented, either by fixing thereon the word patented, together with the day and year the patent was granted, or when, from the character of the article patented, that may be impracticable, by enveloping one or more of the said articles, and affixing a label to the package, or otherwise attaching thereto a label, on which the notice, with the date, is printed; on failure of which, in any suit for the infringement of letters patent by the party failing so to mark the article the right to which is infringed upon, no damage shall be recovered by the plaintiff, except on proof that the defendant was duly notified of the infringement, and continued after such notice to make or vend the article patented. And the sixth section of the act entitled "An act in addition to an act to promote the progress of the useful arts," and so forth, approved the twenty-ninth day of August, eighteen hundred and forty-two, be, and the same is hereby repealed.

SEC. 14. *And be it further enacted*, That the commissioner of patents be, and he is hereby authorized to print, or in his discretion to cause to be printed, ten copies of the description and claims of all patents which

may hereafter be granted, and ten copies of the drawings of the same, when drawings shall accompany the patents: *Provided*, The cost of printing the text of said descriptions and claims shall not exceed, exclusive of stationery, the sum of two cents per hundred words for each of said copies, and the cost of the drawing shall not exceed fifty cents per copy; one copy of the above number shall be printed on parchment, to be affixed to the letters patent; the work shall be under the direction, and subject to the approval of the commissioner of patents, and the expense of the said copies shall be paid for out of the patent fund.

SEC. 15. *And be it further enacted*, That printed copies of the letters patent of the United States, with the seal of the Patent Office affixed thereto, and certified and signed by the commissioner of patents, shall be legal evidence of the contents of said letters patent in all cases.

SEC. 16. *And be it further enacted*, That all patents hereafter granted shall remain in force for the term of seventeen years from the date of issue; and all extensions of such patents is hereby prohibited.

SEC. 17. *And be it further enacted*, That all acts and parts of acts heretofore passed, which are inconsistent with the provisions of this act, be, and the same are hereby repealed.

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#### EUROPEAN PATENTS.

Many valuable inventions are yearly introduced into Europe from the United States, by parties ever on the alert to pick up whatever they can lay their hands upon which may seem useful. Models are not required in any European country, but the utmost care and experience are necessary in the preparation of each case. We copy from "*The Scientific American*."

*Great Britain*.—From a synopsis of the patent laws, published in the *Scientific American*, it appears that patents for inventions, under the new law, as amended by the act of October 1, 1852, and now in operation, include the United Kingdom of Great Britain and Ireland in one grant, which confers the exclusive right to make, use, exercise or vend. This is conceded to the inventor or the introducer for a period of fourteen years, subject, after the patent is granted and the first expenses paid, to a government tax twice during its existence, once within three years, and once again within seven. The purchaser of a patent would assume the payment of these taxes.

There is no provision in the English law requiring that a patented invention shall be introduced into public use within any specified limit. Under the patent act of October, 1852, the British government relinquished its right to grant patents for any of its colonies, each colony being permitted to regulate its own patent system. If a patent has been previously taken out in a foreign country, the British patent will expire with it.

*France*.—Patents in France are granted for a term of fifteen years, unless the invention has been previously secured by patent in some other country; in such case it must take date with and expire with the previous patent. After the patent is issued the French government requires the payment of a small tax each year, so long as the patent is kept alive, and two years' time is given to put the invention patented into practice.

It should be borne in mind, that, although the French law does not require that the applicant should make oath to his papers, yet if a patent

should be obtained by any other person than the inventor, upon proof being adduced to this effect before the proper tribunal, the patent would be declared illegal.

*Belgium.*—Patents in Belgium are granted for twenty years, or, if previously patented in another country, they expire with the date thereof. The working of the invention must take place within one year from date of patent, but an extension for an additional year may be obtained on application to the proper authorities. Inventors are only legally entitled to take out patents.

*The Netherlands.*—Patents are granted by the Royal Institute of the Netherlands to natives or foreigners, represented by a resident subject, which extend to a period of about two years, within which time the invention must be brought into use, and, upon payment of an additional tax, a patent will be granted to complete its whole term of fifteen years. Unless these conditions are complied with the patent ceases.

*Prussia.*—Applications for patents in Prussia are examined by the Royal Polytechnic Commission; and unless there is novelty in the invention the applicant's petition will be denied; and if it is granted, the invention must be worked within six months afterward. A respite, however, of six additional months may be obtained, if good and sufficient reasons for it can be shown.

*Austria.*—Austrian patents are granted for a term of fifteen years, upon the payment of one thousand florins, or about five hundred dollars in American currency. This sum, however, is not all required to be paid in advance. It is usual to pay the tax for the first five years upon the deposit of the papers, and the patent must be worked within its first year. The Emperor can extend the patent and privilege of working by special grant. In order to obtain a patent in Austria, an authenticated copy of the original letters patent must be produced.

*Spain.*—The duration of a Spanish patent of importation is five years, and can be prolonged to ten years; and the invention is to be worked within one year and one day. To obtain a Cuban patent requires a special application and an extra charge.

*Russia.*—Since the close of the Crimean war considerable attention has been given to Russian patents by Americans. Russia is a country rich in mineral and agricultural products, and there seems to be a field open for certain kinds of improvements. The present Emperor is very liberally disposed towards inventors, and, as an evidence of the interest which he takes in the progress of mechanic arts, we may state that we have had visits from two distinguished Russian *savans*, specially sent out by the Emperor to examine American inventions. As Russian patents are expensive and somewhat difficult to obtain, we do not take it upon ourselves to advise applications; inventors must judge for themselves; and this remark applies not only to Russia, but also to all other foreign countries.

*Canada.*—Patents of invention are granted only to actual residents of Canada and British subjects. Under the general patent law of Canada, an American cannot procure a patent for his invention there. The only way in which he can do so is by virtue of a special act of Parliament, which is very difficult, uncertain and expensive to obtain. Several zealous friends of reform in Canada are working earnestly to bring about a reciprocal law, but their efforts have thus far proved fruitless.

*British India.*—The date of the law, February 28, 1856; duration of a patent, fourteen years. Invention must be worked within two years from date of petition. Privilege granted only to the original inventor or his authorized agent in India.

*Saxony.*—Duration of patent, from five to ten years. Invention must be worked within one year from date of grant. Careful examination made before granting a patent.

*Hanover.*—Duration of patent, ten years; and in case of foreign patent having been previously obtained, an authenticated copy of said patent must be produced. Invention must be worked within six months from date of grant.

*Sardinia.*—Duration of patent, from one to fifteen years. Patents for five years or less must be worked within one year, and all others within two years.

*Norway and Sweden.*—Duration of patent, three years at least, fifteen at most, according to the nature and importance of the invention. Patents for foreign inventions not to exceed the term granted abroad, and to be worked within one, two or four years.

*Australia.*—Date of law, March 31, 1854. Careful examination made by competent persons previous to issue of patent, which, when granted, extends to fourteen years. Imported inventions are valid according to duration of foreign patent. It would require from twelve to eighteen months to procure a patent from the Australian government.

#### QUICKSILVER.

The quantities of quicksilver exported from San Francisco during the first half of each of the last five years, and the market rate at the close of each period, were as follow :

<i>First six months of</i>			
1857,.....	11,938 flasks,	.. Value per lb., June 30th,	.. 65 cents.
1858,.....	13,452 "	.. "	.. 65 "
1859,.....	581 "	.. "	.. 65 "
1860,.....	3,799 "	.. "	.. \$1
1861,.....	14,797 "	.. "	.. 40 cents.

It appears, from the data of the present year, that quicksilver is resuming the importance which it had attained prior to the suspension of the New-Almaden mine. The full operation of those extensive works, and the important progress constantly making in others, swell the export of this year to larger dimensions than ever, and have produced a corresponding reduction of its current value for that purpose. A much larger quantity can be produced, and a large increase in the export may be looked for.

#### COCOANUT OIL.

The production of coconut oil on islands in the Pacific is increasing. On June 11th the Hawaiian schooner MARILDA arrived at Honolulu in twelve days from Fanning's Island, bringing 12,000 gallons of cocoanut oil. She reported every thing at the island prospering. On her return she was to take the new oil-press constructed by Mr. HUGHES, at the Honolulu foundry, which will enable the proprietors to double the present manufacture of oil, at a much reduced cost of labor.

## INDIA RUBBER VARNISH.

That India rubber dissolved in various liquids yields a good varnish is well known; but in general they are too viscid for delicate purposes, and are only good for making stuffs water-proof. India rubber liquified by heat, dissolved in oil of coal tar, or drying linseed oil, does not give a varnish of sufficient fluency or free from smell. Moreover, a considerable quantity of India rubber remains undissolved in a gelatinous state, suspended in the liquid, so that the solution is never clear. Dr. BOLLY has recently published some remarks on this subject which may be useful. If India rubber be cut into small pieces and digested in sulphuret of carbon, a jelly will be formed; this must be treated with benzine, and thus a much greater proportion of caoutchouc will be dissolved than would be done by any other method. The liquid must be strained through a woollen cloth, and the sulphuret of carbon be drawn off by evaporation in a water bath; after which, the remaining liquid may be diluted at will with benzine, by which means a transparent, but still yellowish liquid, will be obtained. A more colorless solution may be prepared by digesting India rubber cut into small pieces for many days in benzine, and frequently shaking the bottle which contains it. The jelly thus formed will partly dissolve, yielding a liquid which is thicker than benzine, and may be obtained very clear by filtration and rest. The residue may be separated by straining, and will furnish an excellent water-proof composition. As for the liquid itself, it incorporates easily with all fixed or volatile oils. It dries very fast, and does not shine, unless mixed with resinous varnishes. It is extremely flexible, may be spread in very thin layers, and remain unaltered under the influence of air and light. It may be employed to varnish geographical maps or prints, because it does not affect the whiteness of the paper, does not reflect light disagreeably as resinous varnishes do, and is not subject to crack or come off in scales. It may be used to fix black chalk or pencil drawings; and unsized paper, when covered with varnish, may be written on with ink.—*Galignani.*

## SWISS CHEESE.

Each parish in Switzerland hires a man, generally from the district of Gruyere, in the Canton of Freyburgh, to take care of the herd and make the cheese; one cheeseman, one pressman or assistant, and one cowherd, are considered necessary for every forty cows. The owners of the cows get credit in a book for the quantity of milk given by each cow daily. The cheeseman and his assistants milk the cows, put the milk all together, and make cheese of it; and at the end of the season each owner receives the weight of cheese proportionable to the quantity of milk his cows have delivered. By this co-operative plan, instead of small-sized, unmarketable cheeses, which each owner could produce out of his three or four cows' milk, he has the same weight in large, marketable cheeses, superior in quality, because made by people who attend to no other business. The cheeseman and his assistants are paid so much per head of the cows in money or in cheese; or sometimes they hire the cows, and pay the owners in money or cheese. A similar system exists in the Frence Jura.

## COTTON CROP OF THE UNITED STATES.

I. STATEMENT AND TOTAL AMOUNT FOR THE YEAR ENDING 31ST AUGUST, 1861. II. PRODUCTION OF EACH STATE IN 1850 AND IN 1861. III. PER CENTAGE OF PRODUCTION IN EACH STATE. IV. EXPORT FROM EACH PORT. V. CONSUMPTION IN THE UNITED STATES, 1847-1861.

STATES AND PORTS.	Bales.	Total.			
		1861.	1860.	1859.	1858.
LOUISIANA.					
<i>Export from NEW-ORLEANS—</i>					
To foreign ports.....	1,783,673				
To coastwise ports.....	182,179				
Burnt at New-Orleans.....	8,276				
Stock, 1st September, 1861.....	10,118				
	1,929,246				
<i>Deduct—</i>					
Received from Mobile.....	48,270				
Received from Montgomery, &c.,	11,551				
Received from Florida.....	13,279				
Received from Texas.....	30,613				
Stock, 1st September, 1860.....	73,934				
	177,647				
		1,751,599	2,139,425	1,660,274	1,576,409
ALABAMA.					
<i>Export from MOBILE—</i>					
To foreign ports.....	456,421				
To coastwise ports.....	127,574				
Manufactured in Mobile, (est.)..	2,000				
Stock, 1st September, 1861.....	2,481				
	588,476				
<i>Deduct stock, 1st September, 1860,.....</i>					
	41,682				
		546,794	843,012	704,406	522,364
TEXAS.					
<i>Export from GALVESTON, &amp;c.—</i>					
To foreign ports.....	63,209				
To coastwise ports.....	84,254				
Stock, 1st September, 1861.....	452				
	147,915				
<i>Deduct stock, 1st September, 1860,.....</i>					
	3,168				
		144,747	252,424	192,062	145,286
FLORIDA.					
<i>Exp. from APALACHICOLA, ST. MARKS, &amp;c.</i>					
To foreign ports.....	28,073				
To coastwise ports.....	85,953				
Burnt at St. Marks.....	150				
Stock, 1st September, 1861.....	7,860				
	122,036				
<i>Deduct stock, 1st September, 1860,.....</i>					
	864				
		121,172	192,724	173,484	122,351
GEORGIA.					
<i>Export from SAVANNAH—</i>					
To foreign ports—Uplands.....	293,746				
Sea Islands, ..	8,441				
To coastwise ports—Uplands, ...	170,572				
Sea Islands, ..	11,512				
Stock in Savannah, 1st Sept., 1861,	4,102				
Stock in Augusta, &c., 1 Aug., "	5,991				
	494,364				
<i>Deduct—</i>					
Rec'd from Florida—Sea Islands,	1,033				
Uplands, ...	6,188				
Stock in Savannah, 1st Sept., 1860,	4,307				
Stock in Augusta, &c., 1 " "	5,252				
	16,780				
		477,584	525,219	475,788	282,973
SOUTH CAROLINA.					
<i>Exp. from CHARLESTON &amp; GEORGETOWN,</i>					
To foreign ports—Uplands, .....	199,345				
Sea Islands, ...	15,043				
To coastwise ports—Uplands, ...	121,663				
Sea Islands, ..	8,355				

COTTON CROP OF 1858—1861.—(Continued.)

STATES AND PORTS.	Bales.	Total.			
		1861.	1860.	1859.	1858.
Burnt at Charleston,.....	564				
Stock in Charleston, 1 Sept., 1861,	2,899				
	847,869				
<i>Deduct—</i>					
Received from Florida and Savannah—Sea Islands,.....	255				
Uplands,.....	2,378				
Stock in Charleston, 1 Sept., 1860,	8,897				
	11,530				
NORTH CAROLINA.		386,389	510,109	480,653	406,251
<i>Export—</i>					
To foreign ports,.....	195				
To coastwise ports,.....	56,100				
		56,205	41,194	37,482	23,999
VIRGINIA.					
<i>Export—</i>					
To foreign ports,.....	810				
To coastwise ports,.....	61,129				
Manufactured, (taken from ports,).....	16,998				
Stock, 1st September, 1861,.....	2,000				
	80,932				
<i>Deduct</i> stock, 1st September, 1860,.....	2,800				
		78,132	56,987	33,011	24,705
TENNESSEE, &C.					
Shipments from Memphis,.....	369,857				
“ “ Nashville,.....	16,471				
“ “ Columbus and Hickman, Ky.,.....	5,500				
Stock, 1st September, 1861,.....	1,671				
	393,499				
<i>Deduct—</i>					
Shipments to New-Orleans,.....	196,366				
Manufactured on the Ohio, &c.,.....	52,000				
Stock, 1st September, 1860,.....	1,709				
	250,075				
		143,424	108,676	85,321	9,624
Total crop of the United States,.....		3,656,086	4,669,770	3,851,481	3,113,962

Decrease from crop of 1860, 1,013,634 bales; 1859, 195,395 bales. Increase over crop of 1858, 542,124 bales.

EXPORT OF COTTON TO FOREIGN PORTS,  
From September 1, 1860, to August 31, 1861.

FROM	To Great Britain.	To France.	To North of Europe.	Other Foreign Ports.	Total.
New-Orleans, La.,..... bales,	1,159,348	388,925	122,042	113,358	1,783,673
Mobile, Ala.,.....	340,845	96,429	6,601	12,546	456,421
Galveston, Tex.,.....	47,229	3,640	12,315	25	63,209
Florida,.....	27,140	.....	933	.....	28,073
Savannah, Ga.,.....	282,994	10,061	6,165	2,967	302,187
Charleston, S. C.,.....	136,513	29,886	24,401	23,588	214,388
Virginia,.....	810	.....	.....	.....	810
North Carolina,.....	144	.....	.....	51	195
New-York,.....	158,415	49,122	35,197	5,315	248,049
Baltimore,.....	975	.....	2,483	87	3,545
Philadelphia,.....	3,793	.....	.....	.....	3,793
Boston,.....	17,019	.....	6,113	93	23,225
Grand total,.....	2,175,225	578,063	216,250	158,030	3,127,568
Total last year,.....	2,669,432	589,587	295,072	220,082	3,774,173
Decrease,.....	494,207	11,524	78,822	62,052	646,605

## COMPARATIVE CROP STATEMENT.

From the *N. Y. Shipping and Commercial List.*

	Bales.	Bales.	Bales.	Bales.	Bales.		
1860-1,.....	3,656,086	1851-2,.....	3,015,029	1842-3,.....	2,378,875	1833-4,.....	1,205,394
1859-60,.....	4,669,770	1850-1,.....	2,355,257	1841-2,.....	1,688,574	1832-3,.....	1,070,488
1858-9,.....	3,851,481	1849-50,.....	2,096,706	1840-1,.....	1,694,945	1831-2,.....	987,477
1857-8,.....	3,113,962	1848-9,.....	2,728,596	1839-40,.....	2,177,835	1830-1,.....	1,038,848
1856-7,.....	2,939,519	1847-8,.....	2,347,684	1838-9,.....	1,360,532	1829-30,.....	976,845
1855-6,.....	3,527,845	1846-7,.....	1,773,651	1837-8,.....	1,801,497	1828-9,.....	870,415
1854-5,.....	2,847,339	1845-6,.....	2,100,537	1836-7,.....	1,422,930	1827-8,.....	727,598
1853-4,.....	2,930,027	1844-5,.....	2,394,503	1835-6,.....	1,360,725	1826-7,.....	957,261
1852-3,.....	3,262,882	1843-4,.....	2,080,409	1834-5,.....	1,254,328	1825-6,.....	720,027

## CONSUMPTION IN THE UNITED STATES, 1861.

Total crop of the United States as before stated,.....	bales,	3,656,086
Add stocks on hand at the commencement of the year, 1st Sept., 1860:		
In the Southern ports,.....	142,613	
In the Northern ports,.....	85,095	
		227,708
Makes a supply of.....		3,883,794
Deduct therefrom—		
The export to foreign ports,.....	3,127,568	
Less, foreign included,.....	701	
		3,126,867
Stocks on hand, 1st September, 1861:		
In the Southern ports,.....	37,574	
In the Northern ports,.....	45,613	
		83,187
Burnt at New-Orleans, St. Marks, Charleston and Philadelphia,.....	4,390	
Manufactured in Virginia and Mobile,.....	18,993	
		23,383
		3,233,497
Taken for home use north of Virginia,.....	bales,	650,357
Taken for home use in Virginia and South and West of Virginia,.....	"	193,383
Total consumed in the United States, (including burnt at the ports,) 1860-61,....	"	343,740

Estimate of the amount of cotton consumed the past year in the States South and West of Virginia, and not included in the receipts at the ports. Thus:

	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
North Carolina, bales,.....	20,000 ..	18,500 ..	22,000 ..	25,000 ..	26,000 ..	29,000 ..	30,000 ..	33,000
South Carolina,.....	12,000 ..	10,500 ..	15,000 ..	17,000 ..	18,000 ..	20,000 ..	21,000 ..	24,000
Georgia,.....	23,000 ..	20,500 ..	25,000 ..	23,000 ..	24,000 ..	26,000 ..	28,000 ..	32,000
Alabama,.....	6,000 ..	5,500 ..	6,500 ..	5,000 ..	8,000 ..	10,000 ..	11,000 ..	12,000
Tennessee,.....	6,000 ..	4,000 ..	7,000 ..	9,000 ..	10,000 ..	13,000 ..	15,000 ..	17,000
On the Ohio, &c.,.....	35,000 ..	26,000 ..	42,000 ..	38,000 ..	39,000 ..	45,000 ..	49,000 ..	52,000
Total to Sept. 1, bales,.....	105,000	85,000	117,500	117,000	125,000	143,000	154,000	170,000

To which, if we add (for the past year) the stocks in the interior towns 1st September, (say 6,200 bales,) the quantity detained in the interior, (say 25,000 bales,) and that lost on its way to market, (9,000 bales,) to the crop as given above, received at the shipping ports, the aggregate will show, as near as may be, the amount raised in the United States the

past season—say, in round numbers, 3,866,000 bales, (after deducting 300 bales *new crop* received this year to 1st ult.,) against

<i>Bales.</i>		<i>Bales.</i>		<i>Bales.</i>		<i>Bales.</i>	
1860,.....	4,805,500	1857,.....	3,014,000	1854,.....	3,000,000	1851,.....	2,450,000
1859,.....	4,017,000	1856,.....	3,335,000	1853,.....	3,360,000	1850,.....	2,212,000
1858,.....	3,247,000	1855,.....	3,186,000	1852,.....	3,100,000	1849,.....	2,840,000

The quantity of *new cotton* received at the shipping ports to 1st September was, in

<i>Bales.</i>		<i>Bales.</i>		<i>Bales.</i>		<i>Bales.</i>	
1861,.....	800	1854,.....	1,890	1847,.....	1,121	1840,.....	80,000
1860,.....	51,600	1853,.....	6,716	1846,.....	200	1839,.....	no account.
1859,.....	12,369	1852,.....	5,125	1845,.....	7,500	1838,.....	"
1858,.....	8,031	1851,.....	3,200	1844,.....	7,500	1837,.....	"
1857,.....	100	1850,.....	255	1843,.....	300	1836,.....	9,702
1856,.....	1,800	1849,.....	575	1842,.....	3,000	1835,.....	3,424
1855,.....	26,079	1848,.....	3,000	1841,.....	32,000	1834,.....	small.

STATEMENT SHOWING THE AMOUNT OF COTTON CONSUMED YEARLY IN THE UNITED STATES, FROM 1847 TO 1861.

<i>Year.</i>	<i>North of</i>	<i>Elsewhere.</i>	<i>Total,</i>	<i>Foreign</i>	<i>Total crop.</i>
	<i>Virginia.</i>		<i>United</i>	<i>export</i>	
	<i>Bales.</i>	<i>Bales.</i>	<i>States.</i>	<i>and stock.</i>	<i>Bales.</i>
1847-8,.....	523,892	92,152	616,044	1,731,590	2,347,634
1848-9,.....	504,143	138,342	642,485	2,086,111	2,728,596
1849-50,.....	476,486	137,012	613,498	1,483,208	2,096,706
1850-1,.....	386,429	99,185	485,614	1,869,643	2,355,257
1851-2,.....	588,322	111,281	699,603	2,315,426	3,015,029
1852-3,.....	650,393	153,332	803,725	2,459,157	3,262,882
1853-4,.....	592,284	144,952	737,236	2,192,791	2,930,027
1854-5,.....	571,117	135,295	706,412	2,140,927	2,847,339
1855-6,.....	633,027	137,712	770,739	2,757,106	3,527,845
1856-7,.....	665,718	154,218	819,936	2,119,583	2,939,519
1857-8,.....	452,185	143,377	595,562	2,518,400	3,113,962
1858-9,.....	760,218	167,433	927,651	2,923,830	3,851,481
1859-60,.....	786,521	185,522	972,043	3,677,727	4,669,770
1860-1,.....	650,357	193,383	843,740	2,812,346	3,656,086

COMPARATIVE STATEMENT OF THE PRODUCTION OF COTTON IN THE UNITED STATES FOR THE YEARS 1860-61 AND 1849-50, AND PER CENTAGE OF EACH STATE AT THOSE PERIODS.

	1860-61.		1849-50.	
	<i>Bales.</i>	<i>Per centage.</i>	<i>Bales.</i>	<i>Per centage.</i>
Louisiana,.....	1,751,599	47.90	178,737	7.24
Alabama,.....	546,794	14.95	564,429	22.87
Texas,.....	144,747	3.96	57,596	2.33
Florida,.....	121,172	3.31	45,131	1.83
Georgia,.....	477,584	13.06	499,091	20.22
South Carolina,.....	336,339	9.20	300,901	12.19
North Carolina,.....	56,295	1.54	73,849	2.99
Virginia,.....	78,132	2.13	3,947	.16
Tennessee,.....	143,424	3.95	194,532	7.88
Mississippi,.....	.....	.....	484,293	19.62
Arkansas,.....	.....	.....	65,346	2.64
Kentucky and Indiana,.....	.....	.....	772	.03
<b>Bales,.....</b>	<b>3,656,086</b>	<b>100.</b>	<b>2,468,624</b>	<b>100.</b>

There is an apparent discrepancy in this statement, in the omission of the States of Mississippi and Arkansas as producers of cotton in the year 1860-61. This arises from the fact that neither has a seaport through which to export their crop to foreign countries and to domestic ports. Hence, it will be found that, ordinarily, all the cotton of Arkansas, and nearly all of the State of Mississippi, is distributed *via* New-Orleans. Some portions of Mississippi cotton are shipped to Mobile, which is the second port in importance in the United States as a cotton-receiving and exporting point. From an official "*Statement of the Products and Taxable Property of Louisiana*," in 1859, it appears that cotton is not ordinarily the most valuable crop of that State. At the prices prevailing during the past twelve months (10 @ 22 cts.) it was equal to the sugar crop in aggregate value. The main products of that State, in 1859, were as follow, and, at prices of 1860-61, would result thus :

Sugar, .....	292,780 hhd.,	..	Value, \$100	per hhd.,	..	\$29,278,000
Cotton, .....	499,835 bales,	..	"	60	per bale,	.. 30,000,000
Molasses, .....	422,054 bbls.,	..	"			.. 6,000,000
Corn, .....	13,127,043 bushels,	..	"	40 cts.	per bushel,	.. 5,250,000

Owing to the unsettled state of the country, and the absence of our usual mail facilities, our labor has been prosecuted with more difficulty, and less satisfaction to ourselves, than ever before, but we take pleasure in stating, that owing to a combination of favorable circumstances, we are, with a few unimportant exceptions, enabled to present a statement which, we believe, in all its leading items, to approximate exactness, and one which, for all practical purposes, may be considered reliable. Some of the minor details usually given in our statement are of necessity omitted, owing to the causes alluded to above, and some others are less complete than we could wish, but we feel assured that the statement, as a whole, will be found very nearly correct. It is well known that, owing to the disturbed state of the Southern section of the country, the commerce in cotton was hurried to a close some two months or more earlier than usual, and the results now given were more or less correctly known a month or two ago. It will be well, however, to observe here, that our former (weekly) tables included as receipts *all* the shipments from Memphis, but to arrive at the commercial crop of the country, we have, as usual, deducted the amount consumed on the Ohio, &c., estimated, by good judges, at 52,000 bales, and, on this account, the aggregate crop will now appear less than was previously supposed it would be. The statement, however, must speak for itself; it is the best we could make, considering the serious embarrassments under which we have labored.

It may be well to observe, that the preceding statement of the crop is that of the United States, *as a whole*, and does not purport to be the crops of the *States*, though the shipments, stocks, &c., are necessarily arranged under the different leading shipping ports or States, as the case may be.—*N. Y. Shipping List.*

## HISTORY OF THE UNITED STATES TARIFF.

I. TARIFF OF MARCH, 1861. II. METHOD OF LEVY FOR PROTECTION. III. FAILURE AS A REVENUE MEASURE. IV. DIMINISHED CONSUMPTION. V. DECLINE IN IMPORTATIONS. VI. MONTHLY CUSTOMS, PORT OF NEW-YORK. VII. CONGRESSIONAL DISCUSSION. VIII. OUTBREAK OF WAR. IX. EXTRA SESSION. X. FREE ARTICLES TAXED. XI. TEA AND COFFEE. XII. ESTIMATED REVENUE. XIII. NORTHERN CONSUMPTION. XIV. YIELD OF THE THREE TARIFFS. XV. BONDED GOODS. XVI. EXPORTS OF THE COUNTRY. XVII. RETURN OF SPECIE. XVIII. GRAIN EXPORTS—COTTON IMPORTS—EFFECT OF LOAN UPON CUSTOMS—PROBABLE CHANGE.

THE tables (pp. 506, 507) embrace every article enumerated in the tariff act of August 5th, 1861, with the rate of duty levied on each; to which we add the comparative rates according to the tariffs of 1842, 1846, 1857 and March, 1861. The whole will show at one glance the changes at these dates on these articles.

In our number for April last we brought down the history of the national tariffs passed since the formation of the federal government to the enactment of March, 1861, which had been passed hastily amid the extraordinary excitement that attended the close of the 36th Congress. That tariff restored the rates of duties to the highest protective rates for the leading manufactures. It changed the mode of levying the duties, and introduced many complications in their application. It made charges on long lists of articles previously free, generally on the principle of light taxes upon raw or partly manufactured articles, and increasing the rate in proportion to the degree in which the imported article was supposed to rival similar articles of domestic production. Such a principle, although it gratified the views of those who held that home manufactures should be protected by the direct interference of the government, was not of a nature to improve the revenues, since the domestic articles would, by reason of the increased tax, more readily exclude the foreign one from the markets, thus cutting off the taxed article from the service of the revenue. In a similar manner, tea, coffee and cocoa, which are not United States productions, were left free of duty, while sugar, which has a domestic rival, was charged with a specific duty, but of a lower equivalent than the *ad valorem* of the former tariff. The tariff, as a whole, was calculated to increase the public revenue in speculative seasons, but to have a contrary effect when, from general causes, commerce was depressed and want of confidence bore heavily upon those circulating credits which are, in the United States, the machinery of business. This had been the case since the November election had been followed by political events of a serious nature. The commercial effect of those events was to cause an immediate decline in importations, and this decline showed itself, as a consequence, in the falling off in the customs revenue, although the tariff remained unaltered up to the first of April, when the new tariff of March went into operation. The following table shows the monthly customs receipts at the port of New-York, where two-thirds of the whole federal revenue are collected, during the two years of the operation of the tariff

1857 and the first quarter of the year 1861:

	1859.	1860.	1861.
January,.....	\$ 3,478,471 ..	\$ 3,899,166 ..	\$ 2,050,202
February,.....	3,328,688 ..	3,378,043 ..	2,528,736
March,.....	3,164,011 ..	3,477,545 ..	2,489,926
April,.....	3,212,060 ..	2,444,268 ..	1,643,262
May,.....	4,014,520 ..	2,466,463 ..	979,145
June,.....	3,314,429 ..	2,024,193 ..	1,894,064
July,.....	4,851,246 ..	4,504,066 ..	2,069,591
August,.....	4,243,010 ..	4,496,243 ..	1,558,824
September,....	2,908,506 ..	3,038,803 ..	1,645,294
October,.....	2,318,750 ..	2,632,078 ..	....
November,.....	2,157,154 ..	1,798,749 ..	....
December,.....	2,843,388 ..	1,171,826 ..	....
	\$39,834,233 ..	\$35,431,443 ..	....

The political events of November, 1860, had an immediate effect upon the revenue, which declined to less than half that of the corresponding months of the previous year.

The discussion of the tariff question during the session naturally led to larger importations as a precaution against the higher duties threatened in that discussion, and the receipts in February and March, although far behind those of the corresponding months in 1860, were larger than during the prevalence of the panic in November and December. With the first of April the tariff of March went into operation, but almost simultaneously with its action the war broke out and destroyed what remained of confidence, thereby curtailing business and again reducing the yield of the tariff, while the necessities of the war required increased revenues. When Congress met, under these circumstances, the revision of the tariff was again brought to its notice, and efforts were made to reduce those more strictly protective imposts which, in the altered state of the national commerce, assumed a prohibitive action, and were therefore detrimental to the great object of revenue. These efforts were, however, without success. The rates were not modified, but many important articles, previously in the free list, were subjected to tax. Of these, coffee and tea were the most promising for revenue. Brown sugar was raised from three-fourths of a cent per pound to two cents per pound, and molasses from two to five cents per gallon. These three changes, with that in relation to cocoa, were calculated to give a large revenue. The quantities and values imported in 1860, with the rate and amount of duty, were as follow, compared with the revenue that the new act would draw from the same quantities :

	1860.				1861.	
	Quantity.	Value.	Rate.	Amount.	Rate.	Amount.
Tea,..... lb.	30,593,106	\$ 7,306,916	free.	....	15 cts.	\$ 4,588,960
Coffee,.....	200,998,751	25,063,333	"	....	4 "	8,039,950
Cocoa,.....	3,186,721	389,839	4 cts.	\$ 15,593	3 "	127,468
Sugar, brown, ..	692,944,872	30,471,302	24 "	7,313,112	2 "	13,858,897
" clayed, ..	1,035,639	78,229	" "	18,774	2½ "	2,589,097
" loaf, &c., ..	771,334	8,087	" "	1,941	4 "	29,853
" candy, ..	41,598	1,243	" "	298	6 "	2,495
" syrup, ..	86,312	19,717	" "	4,732	2 "	1,726
Molasses, .. gall.	30,922,633	5,062,850	" "	1,215,084	5 "	1,546,131
		\$ 8,569,534				\$ 30,974,577

The quantities imported in 1860 were for the whole Union, and, if estimated for the North only, must be reduced in the ratio of forty per cent. for the articles of tea, coffee and cocoa. In the case of sugar, however, the quantities imported are not more than half of the whole consumption of the Union, the remainder being made up from the Louisiana production. Hence, the quantities of sugar imported may be assumed to be the usual Northern supply. All these articles, however, encounter a diminished demand, by reason of that general economy which flows from the depression of general industry; and, instead of deriving, as was estimated, \$35,000,000 from the amended tariff and \$20,000,000 from the tax on tea, coffee and sugar, the prospect is that the whole tariff for the present fiscal year will not give \$20,000,000.

If the dutiable imports are taken for three periods of the present year, embracing the three tariffs, the results are as follows:

	Imports.	Duties.	Average.
Jan. 1 to April 1, 3 mos., tariff '57, . . .	\$36,024,451 ..	\$7,068,864 ..	19½ per cent.
April 1 to Aug. 5, 4 " " '61, . . . . .	25,164,019 ..	6,586,062 ..	26¼ "
Aug. to Sept., 2 " " Aug., '61, 12,324,147 ..		3,204,218 ..	26 "

These figures give for result that the old tariff yielded less than twenty per cent. in the last three months of its operation, while that of March, 1861, gave but twenty-six and one-eighth per cent. upon the imports, because the articles most heavily taxed were imported in a smaller ratio. The new tariff gives no higher average rate of taxes on dutiable imports, for the reason, that in the first two months of its operation it hardly became effective in its full force. The large quantities of goods in bond, and which were imported freely to come in under the old rates, did not feel the new taxes, and new importations have been comparatively very small. The new law provides that goods can remain in bond no longer than three months without paying duties, under a penalty of an addition of twenty-five per cent. to the duty. The amount of goods in bond at the close of July, or when the new tariff went into effect, was, in round numbers, \$23,000,000, and has since not much diminished. The importations that now take place are under the new tariff.

It appears, however, that, for three months of the fiscal year 1862, which begins July 1, already elapsed, the customs revenues have been but \$5,273,809, which would give for the year \$21,084,000, or \$34,000,000 short of the official estimate. This result cannot be ascribed to the higher taxes, since, as the table demonstrates, the average import is hardly more than under the old one, and also because it has yet not come fully into operation. The great depression of general business, arising from the economy of the people, is the main cause of the lessened importations and smaller revenues. The commerce of the fiscal year 1862 must undergo a very great change in respect to exports, which, in ordinary years, are the measure of the importations from which the customs revenues are derived. The exports of 1860 were as follows:

	1860.	1861.	1862. (Estimate.)
Produce now blockaded, . . . . .	\$236,905,881 ..	\$210,111,000 ..	nil.
Produce and manufactures, . . . .	79,336,542 ..	129,500,000 ..	\$130,000,000
Specie, . . . . .	56,946,851 ..	23,771,877 ..	nil.
Total exports, . . . . .	\$373,189,274 ..	\$363,382,877 ..	\$130,000,000

In 1860 the proceeds of the large exports returned in the shape of dutiable goods to the extent of \$279,872,327, and \$82,291,614 in free goods. In 1860 \$23,771,877 was exported in specie in the first part of the year. The exports of breadstuffs then becoming large, reaching an excess of \$46,000,000 over the previous year, simultaneously with the great decline in importations, \$34,076,153 of specie returned into the country, the joint effect of the famine abroad and the political events at home. The new year opens with the new tariff, and also with an export demand for breadstuffs, which, it is hoped, will carry the aggregate exports to a point as high as last year, or \$130,000,000.

The cost of exporting grain to Europe this year is somewhat increased by the fact that ships have few return freights. Not only goods come in less quantities, but immigration has been greatly affected. Hence, vessels require the outward-bound grain to pay two freights. The same general circumstances cause exchanges to rule 3 @ 4 per cent. lower than last year. These two unfavorable features are offset, to some extent, by the lowness of prices; but these, in their turn, so lessen the profits of producers as to check the consumption of goods. The favorable features are, that, while the crops are very large, there are no attempts to hold for a speculative rise, but the whole moves freely forward on a cash basis.

It is obvious, that if the whole proceeds of this exportation are received in the shape of dutiable goods, taxed at an average of thirty per cent., the revenue would be \$39,000,000; at an average of twenty-six per cent., the rate for the first two months of the new tariff, the amount would be \$33,800,000. But the exports may not reach so high a figure, the more readily that prices are much lower than for the corresponding season last year. In other words, more grain is given for the same money, and a considerable portion will be required to pay for free goods. The product of the tariff is, then, dependent upon the value of the exports of which the proceeds return into the country; and the range of the new tariff upon the leading heads of importations is, as compared with the previous tariffs, as follows: (*See next page.*)

The position of the cotton trade, for the moment, is such that no dependence, for revenue, can be placed upon duties imposed upon those manufactures, since the material of manufacture fails as well abroad as at home. The Northern States have been accustomed to manufacture 700,000 bales of cotton, worth \$35,000,000. As that material threatens now to run short altogether, a great demand for substitutes must spring up, which may improve the importations of other articles. The aggregate importation cannot, however, exceed the value of the produce exported, without involving such an outward current of specie as will react upon the means of purchase. In the case that the government loan is taken to any extent abroad, that circumstance will supply bills that will give great latitude to the importations, and greatly improve the revenue. It is by no means impossible that considerable sums in stock may be so exported. It would seem to be most probable, that linen, wool and silks, with their mixtures, would, to a considerable extent, supplant cotton, the cheaper article in general use. The demand for British linens might then fairly be increased at the duty charged under the March tariff of twenty-five per cent. on lower qualities.

## COMPARATIVE RATES OF DUTY, 1842—1861.

	1842.	1846.	1857.	March, 1861.	August, 1861.
Acid, tartaric,.....	20 per cent.	20 per ct.	4 per ct.	10 per cent.	10 cents lb.
Almonds,..... lb.,	3 cents.	40 per ct.	30 per ct.	2 cents.	4 cents lb.
"    shelled,..... lb.,	3 cents.	40 per ct.	30 per ct.	4 cents.	6 cents lb.
Argol,..... lb.,	free.	5 per ct.	free.	free.	3 cents lb.
Arrow root,.....	20 per cent.	20 per ct.	15 per ct.	10 per cent.	20 per cent.
Banannas and plantains,.....	free.	20 per ct.	8 per ct.	10 per cent.	20 per cent.
Bark, Peruvian,.....	free.	15 per ct.	free.	free.	15 per cent.
Bar lead,.....	3 cents lb.	20 per ct.	15 per ct.	1½ ct. lb.	1½ cent lb.
Brandy,..... gall.,	\$1 00	\$1 00	30 per ct.	\$1 00	\$1 25 gall.
Brimstone, crude,..... ton,	20 per cent.	15 per ct.	4 per ct.	free.	\$3 per ton.
"    rolls,..... ton,	25 per cent.	20 per ct.	15 per ct.	20 per cent.	\$6 per ton.
Button cloths, silk,.....	30 per cent.	30 per ct.	24 per ct.	30 per cent.	40 per cent.
Cassia,..... per lb.,	20 per cent.	20 per ct.	15 per ct.	8 cents lb.	10 cents lb.
Cassia buds,..... per lb.,	20 per cent.	20 per ct.	15 per ct.	8 cents lb.	15 cents lb.
Caustic soda,.....	20 per cent.	20 per ct.	15 per ct.	20 per cent.	1 cent lb.
Cayenne pepper,..... lb.,	10 cents lb.	30 per ct.	4 per ct.	3 cents lb.	6 cents lb.
"    ground,..... lb.,	10 cents lb.	30 per ct.	4 per ct.	4 cents lb.	8 cents lb.
Chicory root,..... lb.,	free.	free.	free.	free.	1 cent lb.
Chicory, ground,..... lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	2 cents lb.
Chloride of lime,.....	1 cent lb.	10 per ct.	4 per ct.	10 per cent.	30 cts. 100 lbs.
Chocolate,..... lb.,	4 cents lb.	20 per ct.	15 per ct.	20 per cent.	6 cents lb.
Cinnamon,..... lb.,	25 cents lb.	30 per ct.	4 per ct.	20 per cent.	20 cents lb.
Cloves,..... lb.,	8 cents lb.	40 per ct.	4 per ct.	4 cents lb.	8 cents lb.
Cloves, oil of,..... lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	70 cents lb.
Cocoa,..... lb.,	1 cent lb.	10 per ct.	4 per ct.	free.	3 cents lb.
Cocoa leaves and shells,.....	20 per cent.	10 per ct.	4 per ct.	free.	2 cents lb.
Cocoa, prepared,..... lb.,	1 cent lb.	10 per ct.	4 per ct.	free.	8 cents lb.
Coffee,..... lb.,	free.	free.	free.	free.	4 cents lb.
Copal gum,.....	15 per cent.	10 per ct.	8 per ct.	10 per cent.	10 cents lb.
Cream Tartar,..... lb.,	free.	20 per ct.	4 per ct.	free.	6 cents lb.
Currants,..... lb.,	3 cents lb.	40 per ct.	8 per ct.	2 cents lb.	5 cents lb.
Dates,..... lb.,	1 cent lb.	40 per ct.	8 per ct.	½ cent lb.	2 cents lb.
Feathers and downs,.....	25 per cent.	25 per ct.	19 per ct.	20 per cent.	30 per cent.
Figs,..... lb.,	2 cents lb.	40 per ct.	8 per ct.	3 cents lb.	5 cents lb.
Ginger, preserved,..... lb.,	2 cents lb.	.....	15 per ct.	10 per cent.	30 per cent.
Ginger root,..... lb.,	2 cents lb.	40 per ct.	15 per ct.	10 per cent.	3 cents lb.
Ginger, ground,..... lb.,	2 cents lb.	30 per ct.	15 per ct.	10 per cent.	5 cents lb.
Gum copal,.....	15 per cent.	10 per ct.	8 per ct.	10 per cent.	10 cents lb.
Gunpowder,..... lb.,	8 cents lb.	20 per ct.	15 per ct.	20 per cent.	30 per cent.
Hemp, Manilla,..... ton,	\$25	\$25	\$19	\$15	\$25 ton.
Hemp, Russia,..... ton,	\$40	\$30	\$24	\$35	\$40 ton.
Hides,.....	5 per cent.	5 per ct.	4 per ct.	5 per cent.	10 per cent.
India rubber,.....	free.	10 per ct.	4 per ct.	free.	10 per cent.
— boots and shoes,....	30 per cent.	30 per ct.	24 per ct.	20 per cent.	30 per cent.
Ivory,.....	free.	5 per ct.	free.	free.	10 per cent.
Ivory, vegetable,.....	free.	5 per ct.	4 per ct.	free.	10 per cent.
Lead, sheets,.....	4 cents lb.	20 per ct.	15 per ct.	1½ cent lb.	2½ cents lb.
Lead, pigs and bars,.....	3 cents lb.	20 per ct.	15 per ct.	1 cent lb.	1½ cent lb.
Lead, red,..... lb.,	4 cents lb.	20 per ct.	15 per ct.	1½ cent lb.	2½ cents lb.
Lead, white,..... lb.,	4 cents lb.	20 per ct.	15 per ct.	1½ cent lb.	2½ cents lb.
Lime, chloride,.....	1 cent lb.	10 per ct.	4 per ct.	10 per cent.	30 cts. 100 lbs.
Liquorice,..... lb.,	25 per cent.	20 per ct.	15 per ct.	3 cents lb.	5 cents lb.
Liquorice root,..... lb.,	25 per cent.	20 per ct.	15 per ct.	free.	1 cent lb.
Leather, sole and bend,...	6 cents lb.	20 per ct.	15 per ct.	20 per cent.	30 per cent.

	1842.	1846.	1857.	March, 1861.	August, 1861.
Lemons,.....	20 per cent.	20 per ct.	8 per ct.	10 per cent.	20 per cent.
Limes,.....	20 per cent.	20 per ct.	8 per ct.	10 per cent.	20 per cent.
Mace,.....lb.,	50 cents.	40 per ct.	4 per ct.	15 cents lb.	25 cents lb.
Manilla hemp,.....ton,	\$25	\$25	\$19	\$15	\$25 per ton.
Molasses,.....	4½ cts. lb.	30 per ct.	24 per ct.	2 cts. gall.	5 cents gall.
Nutmegs,.....lb.,	80 cents lb.	40 per ct.	4 per ct.	15 per cent.	25 cents lb.
Nuts,.....lb.,	1 cent lb.	30 per ct.	24 per ct.	1 cent lb.	2 cents lb.
Oil of cloves,.....lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	70 cents lb.
Oranges,.....	20 per cent.	20 per ct.	8 per ct.	10 per cent.	20 per cent.
Peruvian bark,.....	free.	15 per ct.	free.	free.	15 per cent.
Pepper, Cayenne,.....lb.,	10 cents lb.	30 per ct.	4 per ct.	3 cents lb.	6 cents lb.
Pepper, ground,.....lb.,	10 cents lb.	30 per ct.	4 per ct.	4 cents lb.	8 cents lb.
Pig lead,.....	8 cents lb.	20 per ct.	15 per ct.	1 cent lb.	1½ cent lb.
Pimento,.....lb.,	5 cents lb.	40 per ct.	30 per ct.	2 cents lb.	6 cents lb.
Plantains,.....	free.	20 per ct.	8 per ct.	10 per cent.	20 per cent.
Plums,.....lb.,	25 per cent.	30 per ct.	8 per ct.	1 cent lb.	5 cents lb.
Prunes,.....lb.,	3 cents lb.	40 per ct.	8 per ct.	2 cents lb.	5 cents lb.
Quinine,.....	20 per cent.	20 per ct.	15 per ct.	30 per cent.	30 per cent.
Rags,.....	¼ cent lb.	5 per ct.	free.	free.	10 per cent.
Raisins,.....lb.,	3 cents lb.	40 per ct.	8 per ct.	2 cents lb.	5 cents lb.
Red lead,.....lb.,	4 cents lb.	20 per ct.	15 per ct.	1½ cent lb.	2¼ cents lb.
Rochelle salts,.....lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	10 cents lb.
Russia hemp,.....ton,	\$40	\$30	\$24	\$35	\$40 ton.
Sal Soda,.....	20 per cent.	20 per ct.	15 per ct.	20 per cent.	½ cent lb.
Saltpetre, crude,.....lb.,	free.	5 per ct.	4 per ct.	free.	1 cent lb.
Saltpetre, refined,.....lb.,	2 cents lb.	10 per ct.	8 per ct.	10 per cent.	2 cents lb.
Salt, sacks,.....	8 ets. bush.	20 per ct.	15 per ct.	6 ets. bush.	18 ets. 100 lbs.
Salt, in bulk,.....	8 ets. bush.	20 per ct.	15 per ct.	4 ets. bush.	12 ets. 100 lbs.
Salts, Rochelle,.....lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	10 cents lb.
Sewing silk,.....	\$2 lb.	30 per ct.	24 per ct.	30 per cent.	40 per cent.
Silk velvet, under \$3 yd.,	\$2 50 lb.	25 per ct.	19 per ct.	20 per cent.	35 per cent.
Silk velvet, over \$3 yd.,	\$2 50 lb.	25 per ct.	19 per ct.	30 per cent.	40 per cent.
Silk, under \$1 yard,.....	\$2 50 lb.	25 per ct.	19 per ct.	20 per cent.	30 per cent.
Silk, over \$1 yard,.....	\$2 50 lb.	25 per ct.	19 per ct.	30 per cent.	40 per cent.
Silks, floss,.....	25 per cent.	25 per ct.	19 per ct.	20 per cent.	30 per cent.
Silks, tram,.....	50 cents lb.	15 per ct.	12 per ct.	15 per cent.	25 per cent.
Silk ribbons, galloons, &c.	30 per cent.	30 per ct.	24 per ct.	30 per cent.	40 per cent.
Silk fringes, laces, &c.,...	\$2 50 lb.	25 per ct.	19 per ct.	30 per cent.	40 per cent.
Soda, bicarbon,.....100 lbs.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	1 cent lb.
Soda, sal,.....lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	½ cent lb.
Soda, caustic,.....	20 per cent.	20 per ct.	15 per ct.	20 per cent.	1 cent lb.
Spirits turpentine,.....gall.,	10 cents.	20 per ct.	15 per ct.	10 cts. gall.	10 cents gall.
Spirits,.....gall.,	60 cents.	100 per ct.	30 per ct.	40 cents.	50 cents gall.
Sugar, brown,.....lb.,	2½ cents.	30 per ct.	24 per ct.	¾ cents lb.	2 cents lb.
Sugar, clayed,.....lb.,	2½ cents.	30 per ct.	24 per ct.	¾ cents lb.	2½ cents lb.
Sugar, refined,.....lb.,	6 cents.	30 per ct.	24 per ct.	4 cents.	4 cents lb.
Sugar, syrup of,.....lb.,	2½ cents.	30 per ct.	24 per ct.	¾ cent lb.	2 cents lb.
Sugar candy,.....lb.,	6 cents.	30 per ct.	24 per ct.	4 cents lb.	6 cents lb.
Tartar emetic,.....lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	10 cents lb.
Teas,.....lb.,	free.	free.	free.	free.	15 cents lb.
Turpentine, spirits,.....gall.,	10 cents.	20 per ct.	15 per ct.	10 cts. gall.	10 cents gall.
Vegetable ivory,.....	free.	5 per ct.	4 per ct.	free.	10 per cent.
Velvets, silk, under \$3,...	\$2 50 lb.	25 per ct.	19 per ct.	20 per cent.	35 per cent.
Velvets, silk, over \$3,...	\$2 50 lb.	25 per ct.	19 per ct.	30 per cent.	40 per cent.
White lead,.....	4 cents lb.	20 per ct.	15 per ct.	1½ cts. lb.	2¼ cents lb.
Wines,.....gall.,	6 @ 60 cts.	40 per ct.	30 per ct.	40 per cent.	50 per cent.

DUTIES LEVIED BY EACH GENERAL TARIFF OF THE UNITED STATES, SINCE THE FORMATION OF THE GOVERNMENT, UPON ELEVEN LEADING HEADS OF IMPORTS.

	<i>Distilled Spirits.</i>	<i>Glass.</i>	<i>China.</i>	<i>Sugar.</i>	<i>Coffee.</i>	<i>Pig Iron.</i>	<i>Manufac- tured Iron.</i>	<i>Bar Rolled Iron.</i>	<i>Clothing.</i>	<i>Cottons.</i>	<i>Woollens.</i>
July 4, . . . . . 1789	.. gallon, 10 c. . . 10 p. c.		.. 10 p. c. . .	1 c. lb. . .	2½ c. lb. . .	5 p. c. . .	5 p. c. . .	5 p. c. . .	7½ p. c. . .	5 p. c. . .	5 p. c.
August 10, . . . 1790	.. " 15 " . . 12½ "		.. 12½ " . .	1½ " . .	4 " . .	5 " . .	7½ " . .	7½ " . .	7½ " . .	7½ " . .	7½ " . .
May 2, . . . . . 1792	.. " 28 " . . 15 "		.. 15 " . .	1½ " . .	4 " . .	10 " . .	10 " . .	10 " . .	10 " . .	10 " . .	10 " . .
June 7, . . . . . 1794	.. " 28 " . . 20 "		.. 15 " . .	1½ " . .	4 " . .	10 " . .	15 " . .	15 " . .	10 " . .	15 " . .	15 " . .
March 3, . . . . . 1797	.. " 29 " . . 20 "		.. 15 " . .	2½ " . .	5 " . .	15 " . .	15 " . .	15 " . .	10 " . .	17½ " . .	15 " . .
March 26, . . . . 1804	.. " 29 " . . 22½ "		.. 17½ " . .	2½ " . .	5 " . .	17½ " . .	17½ " . .	17½ " . .	12½ " . .	20 " . .	17½ " . .
July 1, 1812, all } duties doubled. }	.. " 60 " . . 40 "		.. 30 " . .	5 " . .	10 " . .	30 " . .	30 " . .	30 " . .	25 " . .	40 " . .	30 " . .
April 27, . . . . 1816	.. " 42 " . . 20 "		.. 20 " . .	3 " . .	5 " . .	20 " . .	20 " . .	30 ton. . .	30 " . .	25 " . .	25 " . .
May 22, . . . . . 1824	.. " 42 " . . 30 & 3 c. lb.		.. 20 " . .	3 " . .	5 " . .	10 ton. . .	25 " . .	30 " . .	30 " . .	25 " . .	20 " . .
May 19, . . . . . 1828	.. " 57 " . . 30 " 3 "		.. 20 " . .	3 " . .	5 " . .	12½ " . .	25 " . .	36 " . .	50 " . .	25 " . .	45 " . .
July 14, . . . . . 1832	.. " 57 " . . 30 " 3 "		.. 20 " . .	2½ " . .	free. . .	10 " . .	25 " . .	30 " . .	50 " . .	25 " . .	50 " . .
March 2, . . . . . 1833*											
September 11, 1841	.. p. c. 20 . . 20 p. c.		.. 20 " . .	20 p. c. . .	" . .	20 p. c. . .	20 " . .	20 p. c. . .	20 " . .	20 " . .	20 " . .
August 30, . . . 1842	.. gallon, 60 " . . 30 & 6 c. lb.		.. 30 " . .	2½ c. lb. . .	" . .	9 ton. . .	30 " . .	25 ton. . .	50 " . .	30 " . .	40 " . .
August 6, . . . . 1846	.. p. c. 100 . . 40 p. c.		.. 30 " . .	30 p. c. . .	" . .	30 p. c. . .	30 " . .	30 p. c. . .	30 " . .	25 " . .	30 " . .
March 3, . . . . . 1857	.. " 30 . . 30 "		.. 24 " . .	24 " . .	" . .	24 " . .	24 " . .	24 " . .	24 " . .	19 " . .	24 " . .
March 2, . . . . . 1861	.. gallon, 40 " . . 30 "		.. 30 " . .	¾ c. lb. . .	" . .	6 ton. . .	30 " . .	15 ton. . .	30 " . .	30 " . .	25 & 12 c. lb.
August 5, . . . . 1861	.. " 50 " . . 30 "		.. 30 " . .	2 " . .	4 c. lb. . .	6 " . .	30 " . .	15 " . .	30 " . .	30 " . .	25 & 12 "

\* Where the duty exceeds 20 per cent., the excess to be reduced biennially until the excess should cease, 1842.

## CHAMBERS OF COMMERCE AND BOARDS OF TRADE.

*Monthly Meeting of the Chamber of Commerce, New-York.*

The monthly meeting of the New-York Chamber of Commerce was held Thursday, October 3d, 1861. PELATIAH PERIT, Esq., president, in the chair. Present, Messrs. PHELPS and LOW, vice-presidents, and about forty members.

The following gentlemen, who were nominated September 5th, were this day elected members: JOHN JACOB ASTOR, Jr., JONATHAN H. RANSOM, EDWARD MOTT ROBINSON, SELAH VAN DUZER, EDWARD WILLETS.

Mr. ROYAL PHELPS said that as Mr. ASTOR was a personal friend—a gentleman whom they would all regard as an acquisition to the Chamber—he considered the presentation of his name a favorable opportunity to raise the inquiry, how the Chamber was to be constituted—whether of respectable citizens of New-York in general, or of merchants? Gentlemen were constantly elected who had no connection whatever with the commerce of New-York, and it had been a frequent subject of remark. He felt assured Mr. ASTOR would not take offence at his embracing the opportunity to make an objection that might hereafter be a shield between the Chamber and such nominations.

Mr. P. M. WETMORE, while entirely concurring in the views expressed by Mr. PHELPS, considered that Mr. ASTOR could not be said to have no connection with the commerce of New-York. As a large capitalist, whose money was invested, and became the foundation for extensive commercial transactions, he was very intimately connected with commerce. He was glad, however, that the question was raised; and, with the intention of himself bringing up the subject, he had cut a paragraph from the *Evening Post*, stating that Mr. G. W. SMITH, late Street Commissioner of this city, had received a commission in the rebel army. This Mr. SMITH had been elected a member of the Chamber, although having no connection whatever with commerce.

The Secretary read from the by-laws showing that those “whose vocations were connected with the trade of the country” were embraced as eligible, viz.:

“No persons can be admitted members of this corporation but merchants and others, residents of this and contiguous States, whose avocations are connected with the trade and commerce of the country.”

Mr. OPDYKE said that Mr. ASTOR, properly speaking, was not a merchant. Commerce, in a large sense, took in financial transactions, such as banking, exchange, brokerage, buying and selling whatever was to be sold. Mr. ASTOR did not come under that category, so far as he knew, being engaged only in investing his own revenues. But under the sentence read from the by-laws he was eligible. WM. B. ASTOR, his father, was a member.

Mr. PHELPS withdrew his objection, which he had made solely for the purpose of stopping the further election of men not merchants.

Mr. A. C. RICHARDS, from the committee on procuring medals for

presentation to the soldiers at Forts Sumter and Pickens, reported that \$1,500 would be required to supply the 168 medals.

A subscription list, headed by Mr. PHELPS for \$100, was immediately opened, and the sum of eight hundred dollars subscribed.

Mr. R. B. MINTURN was re-elected a member of the Arbitration Committee for the term of twelve months.

Mr. BLUNT thought that some action should be taken in the case of runaway members. He moved that the names of ISAAC V. FOWLER, M. LOVELL and G. W. SMITH, who had absconded, be stricken from the roll of members, which was adopted.

On motion of Mr. GEORGE OPDYKE, the Executive Committee were requested to present three names for trustees of the Nautical School, established by the legislature, for approval of the Chamber at its next meeting. (This law was printed in the September No. of the MERCHANTS' MAGAZINE, pp. 310, 311.)

A letter was received from Prof. FRANCIS LIEBER, of Columbia College, thanking the Chamber for his election as honorary member.

Mr. PROSPER M. WETMORE offered the following:

*Resolved*, That the Executive Committee be instructed to prepare and submit, at the next meeting of the Chamber, a memorial to the Congress of the United States, asking that authority be granted to the Assay Office in this city to coin for the national currency such portion of gold and silver bullion which may be in the Treasury of the United States as the Secretary of the Treasury may direct.

This resolution, Mr. WETMORE said, he based upon a statement of the bullion deposited in the United States Assay Office, New-York, by which it appeared that the total deposits, from October 1, 1860, to September 30, 1861, were—of silver, \$2,480,237; of gold, \$67,788,158. Bullion transmitted to the United States Mint for coinage, during the same period—of silver, \$2,300,126; of gold, \$64,855,532.

The cost of transporting the bullion to the Mint at Philadelphia, and returning it, was \$71,755; but this was not the only or greatest loss sustained. The loss of time involved by transmitting the bullion to Philadelphia, instead of coining it here, was as four weeks to three days. Again, the risk was enormous. No great loss had yet been sustained; but when they recollected that two millions a week, on the average, went by way of boat to Amboy, and the liability of accidents to steamboats, it would be seen what a risk the government ran; for the loss, if any, would fall, not on the owners nor on the express company, but on government; and it was a very unprofitable kind of insurance, for they receive no premium. He thought the community who furnish government, in its necessity, with seventy per cent. of the coin it had to use, ought to be permitted to furnish the coin from its own Mint, since it had all the power except authority from Congress. He added the following items:

BULLION DEPOSITED, UNITED STATES ASSAY OFFICE, NEW-YORK.

	<i>Silver.</i>		<i>Gold.</i>		<i>Total.</i>
1860, 4th quarter,.....	\$ 216,472	..	\$ 11,818,605	..	\$ 12,035,077
1861, 1st " .....	452,118	..	17,882,427	..	18,334,545
" 2d " .....	792,647	..	21,959,126	..	22,751,773
" 3d " .....	1,019,000	..	16,128,000	..	17,147,000
<hr/>					
Total deposits from October 1, 1860, to September 30, 1861,	\$ 2,480,237	..	\$ 67,788,158	..	\$ 70,268,395

## BULLION TRANSMITTED TO UNITED STATES MINT FOR COINAGE.

	<i>Silver.</i>	<i>Gold.</i>	<i>Total.</i>
1860, 4th quarter,.....	\$ 101,987 ..	\$ 8,772,811 ..	\$ 8,874,798
1861, 1st " .....	496,830 ..	19,484,603 ..	19,981,433
" 2d " .....	809,367 ..	19,505,400 ..	20,314,767
" 3d " .....	891,942 ..	17,092,718 ..	17,984,660
	\$ 2,300,126 ..	\$ 64,855,532 ..	\$ 67,155,658

The estimated cost of transportation to and from the Mint—on gold, \$64,855; on silver, \$6,900—is \$71,755. Add to this the loss of time, and the aggregate loss will appear to be about one hundred thousand dollars annually.

The resolution was adopted.

Mr. BLOODGOOD made a brief address, introducing a resolution for the appointment of a committee of three, to take into consideration and report upon a suggestion made by an eminent merchant of New-York.

Mr. BLOODGOOD remarked: While no one can entertain a higher estimate of the influence, the labors and the beneficent measures of the Chamber of Commerce, I am of the opinion that its sphere of usefulness may be greatly enlarged. Its action, though powerful, is not as extended as it might be, and I therefore respectfully suggest at least one method by which its great influence might be increased. Composed of the leading merchants and bankers of New-York, it *sustains* the character which was impressed upon it by its founders and their successors; and, on a careful study of its history, I find that it has been hitherto equal to every emergency of peace or war, of navigation and of commerce.

But I believe there are still many important positions which it might efficiently occupy. I perceive, I think, that it has not entirely fulfilled its high duties, though self-imposed, and that its ability to do good is by no means exhausted. If I may be allowed to express my private opinions on this subject, I would say, that, much as it has done, much remains to do. Thus, if I am rightly informed, the Liverpool Chamber of Commerce exercises an immense influence, not only over commerce itself, but in the details which make it successful, and has, within a few years, by its exertions, elevated that city to the rank of a first-rate port.

This Liverpool Chamber not only interests itself in public questions, but also in their details. They have a clock which tells the true time of day for the shipping; they have signals, daily hoisted, premonitory of the weather, communicated by careful observers at Greenwich, by which the departure of ships is regulated; they look after the magnetic influences which disturb the marine compass, and it is by their interference that the maritime interests of their port are regulated. Your intelligent and efficient secretary has, at my suggestion, written to the officials of that institution for a full explanation of their regulations, their application and their results. I regret they have not reached him in time to be submitted at this meeting.

Be this as it may, the object of my remarks at this time is this: Believing for some time that the Chamber of Commerce had still untried fields to cultivate, I suggested to a friend and relative of mine a measure which he has thus far cordially assented to. This gentleman, of ample means, a retired merchant, to whom, in more ways than one, New-York has been greatly indebted, is the owner of a site in this immediate neigh-

borhood. He owns four large lots between Pine and Cedar streets. On these, at my suggestion, he will erect a structure in marble, in the most substantial manner, and in the finest taste, at his own expense, the upper stories of which shall be principally devoted to the use of the Chamber of Commerce. There will be constructed a large room for general purposes, committee rooms, rooms for a library and marine charts, a hall for the meeting of the Chamber and merchants generally, apartments for a commercial newspaper reading-room, (which, I am informed, can easily be transferred from the Exchange, and for which negotiations can readily be made,) a tower for a clock, an observatory, from which the whole bay and harbor will be visible, and space for the Nautical School which has been created by act of the legislature, and which will fall under the control of the Chamber. He does not require assistance from the Chamber of Commerce to erect these buildings. He will accept only a fair and reasonable rent for his building, and advance the money himself. This expenditure is contemplated to be about \$70,000.

It may be said that this is not the time for such an enterprise. But, in my judgment, it is the very time of all times. The proposed edifice can be erected at less cost now than it could have been in our palmy days, or hereafter when our palmy days return. The erection of this building, and the enterprise and sagacity of the Chamber of Commerce, could never be more felicitously displayed than in seizing upon this opportunity.

It is true we are at war with our own brothers, engaged in a distressing family quarrel; but New-York, favored by nature, by Providence and its own intrinsic merit, stands in all its magnificent proportions undisturbed. To the merchants, bankers and people of New-York the country owes this day its proud position and its real safety. But for them, no armies would have crowded the seat of war; but for them, rebellion this moment would be rampant; and when this controversy is ended, and when the historian makes his record of its events, no such city and no such people will have ever received or deserved so much honor. Ours is a case of peculiar character. It has no parallel. A good cause may be sometimes overthrown for want of strength; but a good cause, with a just quarrel and a superior force, never yet failed and never can.

I look forward confidently to the restoration of the Union, the supremacy of the Constitution, and a return to their allegiance of that mistaken, cheated and abused population of the South, who have been led by demagogues into a fratricidal contest, which must end in their utter ruin if persisted in, unless they accept again our brotherly care. And this I believe they will do.

No matter, then, about the condition of things elsewhere, when we are all right here. The Chamber of Commerce has a destiny which has survived two wars, and will survive this. Art, philanthropy, patriotism, commerce cannot be extinguished by any difficulties of the hour, and therefore we are safe in extending our benevolent action to reach posterity, who will admire our persistence.

It is, therefore, no objection to my proposition that war exists. Commerce goes on. I am surprised to learn, from this morning's papers, that our trade was never more active in this port than at this moment. More entries and departures than were ever known; more exports than imports, and no falling off in them. If Cotton has ceased to be King, I am happy to find that Corn has ascended the throne, and that his dynasty is not to

be disturbed for the present. In a French paper I received yesterday, I find it stated that the grain crop of France is one-third less this year than last; and that country has no where else to look for a supply than the Northern and Western United States. We may congratulate ourselves, therefore, on the stability of our commerce, in spite of all the obstacles which foreign jealousy has placed in our path.

I see, therefore, no reason why the Chamber of Commerce may not proceed in its honorable course, nor why it should not seek every favorable opportunity to extend its influence, nor why such patriotic and, I may say, disinterested offers to increase its usefulness should be unnoticed. The Chambers of Commerce in Cincinnati and St. Louis, I am told, are conducted on a superior scale, though they have no bays in which the navies of the world may anchor, no healthful "salt sea" waves to break upon their shores. Here is an opportunity, then, that has never occurred before to us, and may never occur again. I therefore respectfully suggest that a special committee be appointed, of which I hope our experienced and liberal-minded president may be chairman, to take into consideration the suggestion now made, in good faith for myself and the eminent citizen whose name I am ready to give if called upon to do so. If the plan is adopted, the merchants of New-York will have a place of resort that will have no superior, either in this country or in Europe, and exercise a large and beneficial influence. If it is not, I shall have at least the pleasure of having made a fair and useful and a patriotic proposition, and performed my duty as one of its humble members.

The subject was referred to a committee, consisting of the President, Messrs. BLOODGOOD and CISCO.

LETTER FROM PROFESSOR LIEBER.

*New-York, September 13, 1861.*

SIR,—Prevented by circumstances beyond my control from attending the first meeting of the Chamber of Commerce, after its honorary membership had been conferred on me, I am obliged to request of you, Mr. President, the favor of expressing to the Chamber my sincere thanks for the honor which your eminent institution has kindly bestowed upon me. I appreciate this distinction, and value it the more on account of the time in which you have extended it to me—a period, it seems, of peculiar honor to the merchants of New-York.

In selecting me for the honorary membership, the Chamber of Commerce of the State of New-York has doubtless been prompted by a desire to express its sympathy with one of the branches which I am teaching at Columbia College—a branch which, indeed, has been called the philosophy of commerce, and which certainly is the science of production and exchange, and exchange is commerce. May this sympathy between the great commerce of our city and the course of education and knowledge always subsist between your Chamber, the chartered embodiment of the merchants at the southern end of this the only port-surrounded city in the world, on the one hand, and our college on the northern hill of the city on the other hand. May they flourish together. Both are interwoven with the history of New-York. Our Chamber of Commerce was established, if I am not mistaken, in the year 1758, a few years after the foundation of our college. The two institutions are already linked

together by the worthy and venerated president of the latter, an active member of long standing of the former.

If a profession were required of a new member, I could make mine with reference to trade, and to that struggle in which our country is engaged and which signally affects our commerce, in a very few words.

I am by conviction, sympathy and all the results of observation and study, an unwavering Union man. I believe that commerce is the handmaid of civilization, and that men are inherently exchanging beings; I am in favor of the freest possible exchange, of unshackled trade; I know that one of the characteristics of modern progress is the almost universal establishment of free trade within each country ruled by one government; I believe that without the Union civil liberty will not be maintained, and I know that in modern history, ever since the downfall of antiquity, civil, and, in a great measure, even religious, liberty have gone hand in hand with commerce; and I know that when commerce suffers, that which presents itself to the less observing as a relief nearest at hand proves frequently the merest palliative—in economy as in medicine. War disturbs exchanging traffic, indeed, but every peace on that account is not a remedy. Many a peace recorded in history, ancient as well as modern, has proved a scourge more dire than the war it was intended to close. There is nothing great without its sacrifice, and commerce is not exempted from this universal law, any more than religion, science, liberty, the arts, or that civilization which comprehends them all.

We have civil war in our country—sad for all of us—and bitter for those who wantonly plunged her into this contest; for whatever its issue may be, one thing seems to be beyond all doubt—neither cotton nor slavery will come forth from this war as they went into it. The royal purple of the one will be rumpled, perhaps rent, and the divinity of the other will appear somewhat shorn and paled.

Be the end of the war what it may, the bankers and merchants of New-York, this Chamber and the capitalists, deserve the warmest acknowledgments of every patriot, and to take a much more confined view, of every economist, for having bravely supported the active and able Secretary of the Treasury in his directness of purpose and candor of conduct, when lately he was in the midst of us on his momentous errand to obtain a large portion of the means wherewith to carry on our just and conservative war, which has been forced upon us and is now necessary, even in a purely commercial point of view.

It is true, indeed, that those who are now in arms against their own country have proclaimed the desire of establishing free trade as one of the causes—an economical reason for an insurrection which commenced with the setting aside of the elements of morals, the stepping over the principles of honor, and the breaking of those oaths which are held by men most sacred; and, on the other hand, it is true that the United States have enacted an untoward tariff; but has the revolted portion of the country shown itself in former times, and does it show itself even now, frankly and plainly for free trade? The sugar interest of Louisiana tells us no. Had it ever been candidly in favor of internal free trade? The river tonnage duty, repeatedly asked for by men from that portion, would surely not have promoted free domestic traffic. If ever this insurrection should come victoriously to settle down into an acknowledged new state of things, would it not break up the free traffic and unhampered exchange in the territory of the Union, which is the largest portion of

the whole peopled northern continent—that free trade within the country for which Germany toilsomely labors, and which, permit me to repeat it, is one of the cheering characteristics of modern progress?

Nature gave us a land abounding in all the means of sustaining life and industry—food and fuel; she cast a network of fluvial high roads over the whole. Our history is marked by no feature more distinctly than by the early complete freedom of river navigation, for which other nations have struggled in vain for many long centuries; and this insurrection, with a federal confession of judgment, steps in and means to snap the silver thread. The Mississippi belongs to you, sir, as much as to any man in Louisiana, and it is mine as much as it is yours. It belongs to the country by divine right, if *jus divinum* ever existed in any case; and let us trust in that God the country will never allow it to be wrested from us. Every consideration, with the consciousness of a high mission imposed upon us by our Maker to that of the commonest economy, urges us to hold fast to the unstinted freedom of our fluvial and all other communication. Let us first re-establish complete free trade within our whole domain, and afterwards let every one who candidly believes in the blessings of international free trade see to that.

Important as the topic of free trade doubtless is proved to be by the recent history of civilized nations, and by the development of all exchange, there is, nevertheless, a principle which every economist and publicist acknowledges as of far greater importance for production and exchange for commerce in its evident and its narrowed spheres—it is the simple fact that the instability of the country's polity affects production and exchange far more than an injudicious policy, plague or conquest. Let the right of secession—as it has almost farcically been called—be established; let American polities be considered as confederacies of States merely pieced or huddled together without a pervading and comprehensive national element, (an *effete* type of polity belonging to a period long passed in the political progress of our race,) and, sir, we may as well close the doors of our Chamber, and you may save yourself the trouble of presiding over us. I say what I literally mean.

The right of secession once acknowledged would lead to a number of chartered States, following the pattern held up by the insurgents, which brings small States, proud of an imaginary sovereignty, into contact just sufficient to produce jarring and contest, and to prevent organic harmony. The history of all pure or real confederacies is uninviting, frequently appalling, whether regarded in a general point of view or with reference to production and wealth alone. To such a supposed state of things our commerce would cease to be an organic branch of civilization, and sink to the short-sighted, selfish extorting which constitutes the trading of all lawless countries, be the lawlessness caused by the despotism of the many, the heartless arrogance of the few or the tyranny of one.

As men of duty and honor, as patriots, as merchants and men of industry, as lovers of freedom and civilization, as men who know that great and constant accumulation of wealth is requisite for modern civilization, as men who are determined to do right and wish to act nobly, let us stand by our country and see that this gigantic, sanguinary absurdity be crushed or driven from every corner of the soil.

Accept, sir, the sentiments of my highest regard, with which I am your very obedient servant.

FRANCIS LIEBER.

To PELATIAH PERIT, *President of the Chamber of Commerce.*

The Secretary reported that he had received copies of the following works for gratuitous distribution among the members :

I. Annual Report of the Patent Office of the United States on Agriculture, for the year 1860. One volume, 8vo., pp. 504, with engravings.

II. Remarks on the Proposed Issue of Treasury Notes on Demand.

III. Acts and Resolutions passed during the first session of the Thirty-Seventh Congress. July—August, 1861. Octavo, pp. 96.

IV. The Utility and Application of Heat as a Disinfectant. By ELISHA HARRIS, M. D., of New-York. Octavo, pp. 22.

V. Annual Report of the Superintendent of the Insurance Department of the State of New-York, March, 1861. Two volumes, octavo.

The Secretary reported that the speech of the Hon. JOSEPH HOLT before the Chamber of Commerce and citizens of New-York, at Irving Hall, on Tuesday, September 3d, had been printed in pamphlet form for distribution among all persons who desired copies.

The next meeting of the Chamber will be held Thursday, November 7th.

J. SMITH HOMANS, *Secretary.*

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#### THE NEW-YORK PRODUCE EXCHANGE.

A meeting of grain dealers was held October 11th, after business hours, at the Produce Exchange. FRANCIS P. SAGE was appointed Chairman and F. BANKS, Secretary. The Chairman stated that the meeting had been called for the purpose of finally settling the demurrage question between the sellers of grain and the transportation men. Three days have usually been allowed to remove the grain after the arrival of the boat, after which twenty-five dollars per day had been charged. Three days had been found too short a time, and twenty-five dollars is too much to pay for each additional day. The buyers think the improvements which have recently been made in the size of the canal-boats entitle them to much more time.

The next question was the liability for a detention of the boats after the proper time for discharge. In their insurance policy provision is made, and five days are allowed for them to discharge. And it was also desirable to settle who is responsible for damage done to a boat after the proper time for discharge.

The third question was the right of rejection after the grain has been examined and the boat sent alongside the ship. From the length of time which occasionally elapses before a boat is discharged, after it is sent alongside ship, great loss is often caused.

Mr. LAWBER moved that a committee of two be appointed to represent all the interests, and report at the next meeting. The Chairman then appointed the following committee: Shipowners, FRANCIS M. FRENCH and JOHN S. WILLIAMS; buyers, J. J. KINGSLAND and H. STUTZER; receivers, J. B. HERRICK and E. S. BROWN; forwarders, M. M. CALEB and HUGH ALLEN. The meeting then adjourned until Friday, October 18th, at one o'clock.

**JOURNAL OF NAUTICAL INTELLIGENCE,**

I. THE AMERICAN SHIPMASTERS' ASSOCIATION. II. BRITISH STEAM VESSELS FOR CHINA. III. BRITISH STEAMERS FOR PERU. IV. AN INCIDENT OF THE SEA. V. THE LAKE TRADE TO LIVERPOOL. VI. SURVEYS IN AUSTRALASIA. VII. THE SANDWICH ISLANDS. VIII. LIGHT-HOUSES IN SCOTLAND—CAPE OF GOOD HOPE—SOUTH PACIFIC—COAST OF BRAZIL—BAY OF BISCAY.

**AMERICAN SHIPMASTERS' ASSOCIATION.**

THE American Shipmasters' Association has been organized at New-York with a view to elevate the moral character and professional capacity of American seamen, by the encouragement of worthy and well-qualified officers, and to promote the security of life and property at sea. Under the direction of a council of experienced shipmasters and shipowners, certificates will be issued to worthy and competent persons, after examination, for such offices as they may be qualified to fill with credit in the mercantile marine service. These certificates, it is believed, will serve as a recommendation to shipowners, and will, doubtless, be encouraged by underwriters in making favorable insurances on vessels and cargoes under the command of officers holding them.

Merchants and shipowners paying ten dollars annual fee will be entitled to participate in the privileges of the association, in accordance with the rules thereof. The association will be under the direction of a president, the duties to be performed by a chairman and secretary. A treasurer will attend to the judicious management of its finances.

Suitable rooms in the "Merchants' Exchange," Nos. 89 and 90, are provided, called "The Shipmasters' Rooms," where the chairman and secretary will attend for the necessary duties of the association. These rooms will be supplied with newspapers, books and records relating to marine and commercial intelligence.

Subscribers to the association, shipmasters and officers holding its certificates, will have free admission to the rooms, with the privilege of introducing masters and mates of foreign vessels in port, or strangers temporarily visiting New-York.

Printed monthly reports of officers in good standing and holding certificates of the association will be furnished to the members, and will be published hereafter in the **MERCHANTS' MAGAZINE**.

In order to secure the contemplated object of the association by placing proper persons in commission, the right of revocation will be reserved in each certificate issued.

The council of the association are: Captain CHARLES H. MARSHALL, Captain EZRA NYE, Captain E. E. MORGAN, Captain ROBERT L. TAYLOR, Captain WILLIAM C. THOMPSON, (of the Neptune Insurance Company,) and JOHN D. JONES, (President Atlantic Marine Insurance Company,) under whose directions examinations are to be made and certificates issued. These certificates will be of two grades: 1st. Of competency. 2d. Of service.

The certificate of competency will be issued to experienced seamen upon examination as to nautical science, under the direction of the council.

The certificate of service will be issued to any experienced officer for the station he has filled, when approved by the council, or under the rules which may be adopted. A record of all examinations and certificates issued will be kept by the secretary, alphabetically arranged, in convenient form for reference. Also a register of shipwrecks, with the names of officers in command. For the information of officers holding the certificates of the association, a bulletin will be kept with the address of persons desiring officers of vessels: and, if necessary, of officers not employed or desiring situations.

#### RULES OF THE COUNCIL OF THE SHIPMASTERS' ASSOCIATION.

I. *Certificates.*—Applicants for certificates must present a written statement, under their signature, specifying their native place, age, principal voyages and service, period of following the sea, and any other indication of their capacity or experience, and shall give reference to persons and vessels for and on which they have been employed, and shall answer such questions as may be deemed proper.

Such statements and answers, and written recommendations, certificates or objections from previous employers or others, shall be preserved for future reference.

Misstatements made by the applicant shall be a sufficient reason for refusing a certificate, or for revoking one, if granted.

II. *Master's Certificate of Service.*—The qualifications for a certificate of service shall be—experience as a mariner and as a navigator; skill in the sailing and management of a vessel; a service of one or more voyages as master; to be in good standing with his employer, of good character and habits, particularly as to temperance; he shall be twenty-one years of age, and have had six years' experience at sea.

If an applicant for a certificate as master has only served in a fore-and-aft rigged vessel, and is ignorant of the management of a square-rigged vessel, he may obtain a certificate on which the words "fore-and-aft rigged vessel" will appear.

III. *Certificates of Competency.*—The qualifications shall be all those required for service, and the applicant shall possess competent knowledge of nautical science to determine the longitude by observation, the proof of which shall be an examination under such rules as the council may prescribe.

IV. *Rejected Applications.*—Rejected applications for certificates shall not be reconsidered, except upon application of three members of the council, when the whole case may be examined.

V. *Revocations.*—All certificates may be revoked for reasons satisfactory to a majority of the council; for cruel or inhuman treatment of crew or passengers, for breach of trust or barratry, for unskillfulness or misconduct, involving unnecessary damage to vessel or cargo, or for shipwreck not satisfactorily accounted for.

VI. *Re-Examinations.*—On application of the holder, a revoked certificate may be reconsidered. If, upon examination by the council, or other persons under their directions, the applicant should prove faultless, a new certificate may be issued to him, but no new certificate shall be granted after a third revocation.

## OFFICERS OF THE SHIPMASTERS' ASSOCIATION.

Council, Captain CHARLES H. MARSHALL, Captain EZRA NYE, Captain E. E. MORGAN, Captain ROBERT L. TAYLOR, Captain WILLIAM C. THOMPSON and JOHN D. JONES, (*ex officio*.)

Treasurer, DANIEL DRAKE SMITH. Chairman, examiner in seamanship, Captain WILLIAM W. STORY. Secretary, ISAAC H. UPTON. President, JOHN D. JONES.

Applications for certificates may be made at the rooms of the association, 89 and 90 "Merchants' Exchange," Wall-street, New-York.

## BRITISH STEAM VESSEL FOR CHINA.

The steam tug ISLAND QUEEN has been built, in England, for Mr. M'FARLANE, who was for many years resident in China, and who thoroughly understands the river navigation of that country. She is about 400 tons measurement and 110 horse-power, the engines being made on the diagonal principle, which has been so successful in the INCA and other vessels. In this instance they are fitted with surface-condensers, and, as this great improvement in machinery was looked forward to with considerable interest, we have ascertained the following particulars of several trials the ISLAND QUEEN has made:

She made her first trial trip to Douglas, Isle of Man, thence to Holyhead, and from there to Liverpool, her average speed being ten knots, and the consumption of coal equal to ten tons in twenty-four hours.

The next trial was to ascertain her efficiency as a tug boat; and in September last she towed out to sea, from the MERSEY, a new vessel, belonging to Mr. EDWARD BATES, called the EDWARD PERCY. The EDWARD PERCY is about 900 tons measurement, and was drawing fully eighteen feet. She towed this vessel easily at the rate of eight knots per hour, which is considered a first-rate result, looking at the nominal power of the steamer and the size of the vessel towed. The consumption of coal during the time she was towing was at the rate of twelve tons in twenty-four hours. The surface-condensers worked beautifully, the vacuum being steady at twenty-eight.

Two other trials were made, each of four hours' duration. In one case she made a speed of eight to nine knots, with a consumption equal to six tons in twenty-four hours; going ten to eleven knots, the consumption was equal to ten and a half tons. So far, therefore, this improved class of engines, with surface-condensers, has proved satisfactory, and its advantages will be more apparent when contrasted with engines on the common plan, especially for long voyages, the boilers being kept perfectly clean and free from the incrustation usual when ordinary condensers are used.

## THE PACIFIC STEAM NAVIGATION COMPANY.

Messrs. JOHN REID & Co., Port Glasgow, launched from their building-yard a magnificent iron paddle steamship, of 1,400 tons register, named the PERU. This vessel is the property of the Pacific Steam Navigation Company, and is intended to ply between Panama and Valparaiso, as a consort to the CALLAO, VALPARAISO and other ships built by Messrs. JOHN REID & Co., a few years ago. The PERU will be furnished with Messrs.

RANDOLPH, ELDER & Co.'s patent double cylinder engines, of 350 nominal horse power. In September last Messrs. RANDOLPH, ELDER & Co. launched from their recently acquired building-yard at Govan the first vessel built by their firm. The vessel alluded to was christened the TALCA, and is the property of the Pacific Steam Navigation Company. She is a paddle steamer, of the following dimensions: length of keel and forerake, 190 feet; breadth of beam, 30 feet; depth from keel to under side of upper deck at amidships, 17 feet; height between decks, 6 feet; burden, 800 tons. Her engines are RANDOLPH, ELDER & Co.'s patent double cylinder, of 160 horse power nominal.

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#### AN INCIDENT OF THE SEA.

The ship ALBERT GALLATIN, on one of her outward voyages to New-York, early in the present year, experienced very severe weather, and when in lat. 49° 30' N., long. 42° W., the captain (DELANO) threw a bottle overboard containing a memorandum to the effect that the vessel was suffering from a violent gale, and requesting any person who picked up the bottle to report the circumstance. The memorandum was dated February 9, and on the 7th March the ALBERT GALLATIN arrived in a leaky and distressed state at New-York. On the 19th February the bottle was picked up off the Island of Iona, north of Scotland.

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#### THE DIRECT ROUTE TO LIVERPOOL.

The JOHN G. DESHLER, of Detroit, Michigan, which arrived at Liverpool from that port, grain laden, when on her passage though the Straits of Belle Isle, and when surrounded by ice and in very thick weather, was driven upon the rocks, where she remained for three days, but, after discharging a part of her cargo, she was, through the great exertions and skill used by Captain MANN, got once more into deep water, and was safely navigated by him to this port, where the remainder of her cargo has been discharged in first-rate order. This is her third voyage across, and the severe test she has undergone is another proof, if it were necessary, that the lake-built vessels are quite equal, if not superior, for carrying cargoes in good condition to many of the ocean-going ships.

The bark RAVENNA, Captain MALOTT, arrived at Chicago, September 28, direct from Liverpool. She made the run from Liverpool to Quebec in the short space of twenty-eight days without carrying away a sail, rope or spar, and outsailing ships which left 20 and 30 days before her. The RAVENNA brings 200 tons of salt for Chicago; the remainder of her cargo was consigned to Detroit and Cleveland. This is the first shipment to Chicago direct from Liverpool in an American vessel. The RAVENNA left here on the first of June, and the trip has proved that grain can be landed in Liverpool direct from Lake Michigan in as good condition as it can from New-York.—*Chicago Journal, Saturday Evening, September 28th.*

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#### A USTRALASIA.

The surveys of the coasts of Australasia have now been amply provided for. New South Wales and Victoria are each to contribute £3,500

a year; South Australasia, £2,000; and Tasmania and Queensland, £1,500 a year each towards the surveys, and the English Admiralty has sanctioned a similar sum of £10,000 a year out of the imperial treasury to meet the contributions of the colonies.

#### THE SANDWICH ISLANDS.

At the October meeting of the Ethnological Society, New-York, the recording secretary read an account, by Mr. JOANE, of the Micronesian mission, published in June last, of a voyage of five hundred miles and back, made by a few natives in their little canoes, without a compass, and with only two stopping-places, guided by the stars, currents, winds, &c. This writer remarked that this fact proved that the islands of the Pacific might have been peopled either by accident or by design, and accounted for known resemblances in language, &c.

The author considers it certain that the Sandwich Islands were peopled from the Society Islands, and that voyages were made between them before the days of Captain Cook. Mr. GULICK stated, at a former meeting of the society, that he had seen natives who had recently performed that voyage in canoes; and they declined accepting a compass, saying that their pilot had one *in his head*.

#### NEW LIGHT-HOUSES.

*Roman Rock Light, False Bay, Cape of Good Hope.*—Official information has been received at the Department of State, from the Colonial Government at the Cape of Good Hope, that a light would be exhibited from the new light-house on the Roman Rocks on the 16th September, 1861, which will supersede that shown at the light-vessel now moored a cable's length north of the rocks. It will be a *revolving white* light, showing a *bright* face for the space of twelve seconds *twice* every minute, which will serve to distinguish it from the Cape Point light in thick weather, as that light revolves only *once* every minute. The light will be fifty-four feet above the sea, and visible in clear weather, from a ship's deck, thirteen miles distant.

The light-tower is forty-eight feet high, the lower half of which will be painted black and the upper half white. From the light-house, Noah's Ark bears S. 56° W.  $\frac{1}{10}$  miles, and the Dock-yard clock W. by N. 1.65 mile.

N. N. E.  $\frac{2}{3}$  E.  $2\frac{3}{4}$  cables from the light-house, lies the *Castor Rock*, with only fifteen feet on it at low water, springs. Its position is marked by a beacon, with a flag, having the word "rock" painted on it. There are patches of nineteen and twenty-four feet between the Castor Rock and the light-house, which renders it necessary for large ships to give the light-house a berth of at least three and a half cables, when passing to the N. E., before hauling in for Simon's Bay.

In sailing for Simon's Bay, by keeping the light-house in line with Eley Peak, bearing N.  $\frac{1}{2}$  W., a ship will pass midway between the Whittle Rock and Miller's Point.

*Scotland, West Coast, Sound of Islay—Fixed Light on Macarthur Head.*—Official information has been received, that on and after the 1st

day of September, 1861, a light would be exhibited from the light-house recently erected on Macarthur Head, on the western side of the south entrance to the Sound of Islay, Argyllshire. The light will be a *fixed* light. It will show *white* up the Sound, from the eastern shore of the Island of Islay, till it bears about S.  $\frac{1}{2}$  W.; *red* towards the Island of Jura, from S.  $\frac{1}{2}$  W. till it bears about west; and *white* from west, round southerly and as far to the westward as it can be seen, or until obscured by the south side of Islay. The light will be elevated about 128 feet above the level of high water springs, and should be seen in clear weather at a distance of 17 miles.

The illuminating apparatus is dioptric or by lenses, varying with range from the first to the third order. The light will show its greatest power towards Cantyre to the south and the Sound of Islay to the north. The light-tower is circular, built of stone, and painted white. It is 42 feet in height from the ground to top of lantern, and its position is lat.  $55^{\circ} 45' 55''$  N., long.  $6^{\circ} 2' 55''$  west of Greenwich.

*Bay of Biscay, Spain, North Coast—Fixed and Flashing Light at Rivasdesella.*—Notice has been given, that on and after the 20th day of August, 1861, a light would be exhibited from a building recently erected on Mount Somos, the western extremity of the entrance of the Ria or Inlet of Rivasdesella, in the province of Oviedo, on the north coast of Spain, in the Bay of Biscay. The light is *fixed* and *flashing*, showing a bright flash every four minutes. It is placed at an elevation of 370 feet above the mean level of the sea, and should be visible from the deck of a ship, in an ordinary state of the weather, at a distance of 17 miles, but only through an arc of the horizon of 167 degrees to seaward. The illuminating apparatus is catadioptric, or by lenses of the third order.

The light-tower is square, surmounted by an octagonal lantern, and rises from the centre of the keeper's dwelling to a height of twenty-five feet from the ground. All the buildings, including the lantern, are painted white. The tower stands 30 yards from the margin of the sea, in lat.  $43^{\circ} 28' 40''$  N., long.  $1^{\circ} 5' 0''$  east of the Observatory of San Fernando, at Cadiz, or  $5^{\circ} 7' 16''$  west of Greenwich.

*Jupiter Inlet and Cape Florida Lights.*—Official information has been received, that on or about the 23d August, 1861, a band of lawless persons extinguished the lights at Jupiter Inlet and Cape Florida, on the coast of Florida, and removed the illuminating apparatus, &c.

*Cape of Good Hope, Simon's Bay—Revolving light on Roman Rocks.*—On and after the 16th day of September, 1861, a light will be exhibited from the light-house recently erected on the Roman Rocks, near the western shore of False Bay, Cape of Good Hope, South Africa. The light will be a *revolving* white light, showing a bright face for the space of twelve seconds every half minute. It will be placed 54 feet above the mean level of the sea, and in clear weather should be seen from the deck of a vessel at a distance of 12 miles. The illuminating apparatus is catoptric or by reflectors of the third order. The light-house is circular, of iron, and 48 feet high; the lower half will be painted black, the upper half white. Its position is lat.  $34^{\circ} 10' 45''$  S., long.  $18^{\circ} 27' 30''$  east from Greenwich. Noah's Ark Rock bears from it S. W. by W. three-quarters of a mile, and the Dock-yard clock W. by N.  $1\frac{1}{2}$  mile. The

light vessel hitherto moored on the north side of the Roman Rocks will be removed on the exhibition of the above light.

The Castor Rock, with only 15 feet on it at low water springs, lies N. N. E.  $\frac{3}{4}$  E.,  $2\frac{3}{4}$  cables from the light-house; it is marked by a beacon, with a flag having the word *rock* painted on it. Between this rock and the light-house there are patches of 19 and 24 feet water. To avoid these dangers a vessel of large draught, when passing to the northeast of the light-house, should give it a berth of  $3\frac{1}{2}$  cables before hauling in for Simon's Bay. When bound to Simon's Bay from the southward by day, the light-house kept in line with Eley peak N.  $\frac{3}{4}$  W., will lead between the Whittle Rock and Miller's Point. By night this bearing of the light is the only guide.

*Caution.*—The mariner should be on his guard in misty weather against the possibility of mistaking the light on Roman Rocks for the light on Cape Point, as they are both revolving, and only ten miles apart. The distinction consists in the difference of interval of revolution, the light on Cape Point showing its bright face every minute, and the light on the Roman Rocks every half minute.

*South America, Coast of Brazil—Revolving Light on Santa Barbara, Abrolhos Islands.*—The Secretary of State for the marine department at Rio de Janeiro has given notice that a light is exhibited from a light-house recently erected on the island of Santa Barbara, one of the Abrolhos Islands, on the coast of Brazil. The light is a revolving white light, attaining its greatest brilliancy every minute. It is placed at an elevation of 189 feet above the mean level of the sea, and should be seen in clear weather at a distance of 17 miles. The illuminating apparatus is dioptric, or by lenses of the first order. The tower, which is circular and surrounded by a dwelling, stands on the highest part of the island. It is built of iron, 51 feet high, and surmounted by a bronze lantern. The position of the eastern summit of the island is latitude  $17^{\circ} 57' 42''$  S., longitude  $38^{\circ} 41' 30''$  west of Greenwich.

*Revolving Light on Ponta dos Naufragados.*—A light is exhibited from a light-house recently erected on Ponta dos Naufragados, on the southern bar of St. Catharine. The light is a revolving white light, attaining its greatest brilliancy every thirty seconds. It is placed at an elevation of 149 feet above the mean level of the sea, and should be seen in clear weather at a distance of 18 miles. The illuminating apparatus is dioptric, or by lenses of the second order. The tower is circular, and its position is given in latitude  $27^{\circ} 49'$  S., and longitude  $48^{\circ} 42' 37''$  west of Greenwich.

*South Pacific Ocean.—Reef off Stewart Isle, New-Zealand.*—The following notice to mariners has been received from the Admiralty, London: "It appears from an examination of the weather-book of the ship BRUCE, THOMAS MEIKLEJOHN, commander, in his passage from Otago, by the south of New-Zealand, to Calcutta, in November, 1860, when passing the southeast extreme of South or Stewart Island, discovered a dangerous reef, which is not laid down in the Admiralty or any other charts, or noticed in the New-Zealand pilot or sailing directions. This danger, which is described as two low rocks, from three to six feet high, and close together, on which the sea breaks heavily, lies in the direct track of vessels closely rounding Stewart Island in proceeding to or from the

southern settlements of New-Zealand. Its position, which appears to have been determined with some accuracy, is as follows :

- "7  $\frac{1}{10}$  miles E. by N.  $\frac{3}{4}$  N. from Owen Island, off Lord's River.  
 "5  $\frac{1}{10}$  " E. by N.  $\frac{1}{4}$  N. " the extreme of the Break Sea Isles.  
 "3  $\frac{1}{4}$  " E. by S.  $\frac{2}{3}$  S. " Wreck Reef, off Port Adventure.  
 "7  $\frac{1}{4}$  " S. E.  $\frac{3}{4}$  E. " East Head, north of Port Adventure.  
 "Or, in latitude  $47^{\circ} 7' 35''$  S., and longitude  $168^{\circ} 21' 35''$  E.

"Soundings, though tried for, were not obtained in its neighborhood, from the rapid rate of sailing of the ship in passing the danger.

"*Caution.*—It is creditable to Captain MEIKLEJOHN to have entered the discovery of this reef in his weather-book, but it is greatly to be regretted that he did not take some steps, immediately on his arrival at Calcutta or in England, to make public the existence of this very serious danger, which lies but little out of the sailing track of ships bound to the southern settlements of New-Zealand. Had not the remark been seen by Rear Admiral FITZ ROY, (who was searching this book for meteorological facts, and at once transmitted it to the Admiralty for publication,) this reef might not have been heard of until it had caused the wreck of a vessel. On being applied to for further information, Captain MEIKLEJOHN readily sent up his original chart on which the reef was marked at the time, and there can be but little doubt of its existence. Masters of vessels are, therefore, warned to keep a good lookout in this neighborhood. They are further requested, on the discovery of any danger, to report the same immediately on arriving at the first port, in order that other vessels may be put on their guard, and for the general benefit of the mariner."

#### IRON-PLATED SHIPS.

Three of the tenders made to the English Admiralty for iron-plated vessels were promptly accepted by Mr. MARE, of Millwall, Mr. LAIRD, of Birkenhead, and by the Thames Iron Works, where the WARRIOR was built, and they were ordered to commence the construction of the vessels forthwith. The length of the new ships will be 400 feet on the low-water line; breadth, extreme, 59 feet 4 inches; depth, 21 feet below the gun-deck; and tonnage, 6,815. The length of the WARRIOR class is 380 feet, breadth 58 feet, and tonnage 6,170. The breadth of deck, however, in the proposed frigates, will not be greater than the WARRIOR, as the Admiralty have most wisely decided on giving the sides of the new vessels a greater incline towards the deck. Thus, the slope of the WARRIOR's sides inwards, from the water's edge, or the "tumble home," as it is termed, is an incline of about one foot in thirteen; whereas, in the ships to be built it will be at an incline of one in eight and a half feet, which, of course, not only increases the chances of the shot glancing off, but has the more important advantage of getting the weight more in the centre, and diminishing the tendency to roll. The internal subdivisions, as to water-tight compartments, &c., will be almost precisely similar to those of the WARRIOR. The main decks are to be armed with 36 100-pounder ARMSTRONGS, and the spar-deck with 21 guns of a similar calibre. Two forward guns will, it is said, be 200-pounders, and so, also, will the pivot-gun at the stern.

## COMMERCIAL REGULATIONS.

I. THE CONFISCATION ACT OF AUGUST, 1861. II. RESULTS OF CONFISCATION ACT. III. COMMERCIAL TREATY BETWEEN FRANCE AND ITALY. IV. FREE IMPORTATIONS INTO FRANCE. V. TREATY BETWEEN ENGLAND AND FRANCE. VI. TREATY WITH TURKEY. VII. TREATY BETWEEN RUSSIA AND CHINA. VIII. DECISIONS OF THE SECRETARY OF THE TREASURY ON HOLLOW WARE—WOOLEN CARD CLOTH—PRINTED COTTON HANDKERCHIEFS.

## AN ACT TO CONFISCATE PROPERTY USED FOR INSURRECTIONARY PURPOSES.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That if, during the present or any future insurrection against the government of the United States, after the President of the United States shall have declared, by proclamation, that the laws of the United States are opposed, and the execution thereof obstructed by combinations too powerful to be suppressed by the ordinary course of judicial proceedings, or by the power vested in the marshals by law, any person or persons, his, her or their agent, attorney or employee, shall purchase or acquire, sell or give, any property of whatsoever kind or description, with intent to use or employ the same, or suffer the same to be used or employed, in aiding, abetting or promoting such insurrection or resistance to the laws, or any person or persons engaged therein; or if any person or persons, being the owner or owners of any such property, shall knowingly use or employ, or consent to the use or employment of the same as aforesaid, all such property is hereby declared to be lawful subject of prize and capture wherever found; and it shall be the duty of the President of the United States to cause the same to be seized, confiscated and condemned.

SEC. 2. *And be it further enacted,* That such prizes and capture shall be condemned in the district or circuit court of the United States having jurisdiction of the amount, or in admiralty in any district in which the same may be seized, or into which they may be taken and proceedings first instituted.

SEC. 3. *And be it further enacted,* That the Attorney-General, or any District Attorney of the United States in which said property may at the time be, may institute the proceedings of condemnation, and in such case they shall be wholly for the benefit of the United States; or any person may file an information with such attorney, in which case the proceedings shall be for the use of such informer and the United States in equal parts.

SEC. 4. *And be it further enacted,* That whenever hereafter, during the present insurrection against the government of the United States, any person claimed to be held to labor or service under the law of any State shall be required or permitted by the person to whom such labor or service is claimed to be due, or by the lawful agent of such person, to take up arms against the United States, or shall be required or permitted by the person to whom such labor or service is claimed to be due, or his lawful agent, to work to be employed in or upon any fort, navy yard, dock, armory, ship, entrenchment, or in any military or naval service whatsoever, against the government and lawful authority of the United States, then and in every such case the person to whom such labor or service is claimed to be due, shall forfeit his claim to such labor, any law of the State or of the United States to the contrary notwithstanding. And

whenever thereafter the person claiming such labor or service shall seek to enforce his claim, it shall be a full and sufficient answer to such claim that the person whose service or labor is claimed had been employed in hostile service against the government of the United States, contrary to the provisions of this act.

Approved, August 6, 1861.

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#### CONFISCATION OF VESSELS.

The seizure of vessels at New-York and other Northern ports, under the new confiscation act, still continues. All the vessels taken are first libelled, then confiscated, and will be finally sold to the highest bidder. Some of these vessels were loading with cargoes for foreign ports. The government, it is stated, will not claim their cargoes, (unless it should be proved that they were intended to be shipped to Southern ports,) and the owners will be afforded every facility for their removal.

In case of most of the seizures but a small part, say one-fourth of the vessel, belongs to parties in the seceded States. The three-fourths owners, resident in the North, will bid in the vessels, and, as the Secretary of the Treasury has discretionary powers by the act, he will undoubtedly remit the amount paid for shares previously owned by the bidders-in, and accept only the amount due for the portion of the vessel claimed by Southern owners.

The Southern owners can, of course, have no claim upon the Northern buyers, as the act of Congress confiscates their property. The South is thus likely to be cut off from any ownership in a large number of vessels, and Northern shipowners will have an opportunity of adding to their property at a considerable rate, considering the probable amount which will be invested under the confiscation sale.

With regard to the transferred vessels, it is believed that there will be no special difficulty in establishing the illegality of the transfers. The federal government will not be likely to recognise powers of attorney issued by the rebels, particularly when they were issued for the purpose of attempting to nullify a law enacted by Congress, and to avoid the confiscation which the act of Congress and the proclamation of the President decree.

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#### COMMERCIAL TREATY BETWEEN FRANCE AND ITALY.

The *Pungola* of Milan gives the following details concerning the treaty of commerce now in course of negotiation between France and Italy: Absolute reciprocity in commerce and navigation, even in the coasting trade. Perfect equality for vessels as regards tonnage, pilotage and quarantine dues, &c.; also for loading and unloading cargoes in port, the use of docks &c. Agricultural and manufactured productions of all countries to be imported by French and Italian vessels without any differential dues being imposed. The productions of the two countries, exported or imported from one to the other, to enjoy the privileges accorded to those of the most favored nations. Perfect equalities of duties in the coral and other fisheries. All favors which may hereafter be accorded to any nation by either power, is to be accorded to the other. The reduced import duties on certain articles granted by preceding treaties to be extended to rice, flax and hemp tissues, salt meat, &c. The reductions

accorded to Belgium by the recent treaty to be extended to Italy. Abolition of the certificate of origin in the event of direct imports. Italian securities to be negotiated in the Bourse of Paris, and those of France in the Bourses of Italy. Abandonment of all taxes and charges whatever in case of shipwreck, also of all transit dues.

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#### TREATY BETWEEN RUSSIA AND CHINA.

The *Delhi Gazette* of June 27th gives the following as authentic: The Ambassador of the King of Kokan arrived in Cabul on the 5th, on his way to Peshawur, and was received very warmly in Durbar by the Ameer. He (the ambassador) informed the Ameer that he was going with certain proposals to the British authorities which had relation to news received at Kokan, to the effect that a treaty had been concluded between the Emperor of Russia and the Emperor of China, by which the Russians have pledged themselves to protect and hold seven cities belonging to China, situated near the boundaries of Yarcund Kashkur, and to occupy the same by an armed military force. The Russians have also agreed to assist the Chinese with troops, if necessary, against the British and Kokanees. It seems that the Emperor of China had written to the Czar to say that the British had taken some of his places near Hindostan, and were intending to come upon others; and his Celestial Majesty having received a very favorable answer to his letter from Russia was the cause of the treaty being concluded.

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#### FREE IMPORTATIONS.

The Chamber of Commerce of Boulogne have published a notice calling particular attention to the liberal dispositions of the Circular, No. 781, just issued by the French Custom House, in accordance with which French subjects returning into France, or foreigners settling there, are allowed to import all articles of personal and domestic use, such as clothing, house-furniture, musical instruments, books, &c., free of duty. Agricultural implements, tools and mechanical appliances may also be imported free of duty by persons intending to employ them, and students' materials and marriage outfits are also to be exempt from duty.

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#### THE ANGLO-FRENCH COMMERCIAL TREATY.

The Paris correspondent of the *London Times*, writing in September, says: Now that the first of October is approaching, the term at which the treaty of commerce with England is to be carried into full execution, the shopkeepers in Paris who deal in cotton goods are reducing their prices to a figure quite unprecedented. They fear, it is said, that the French market will be overstocked with British manufactures. Every Englishman they perceive in any public place they imagine to be a manufacturer come to compete with and undersell them. A Rouen paper states that the hotels in that town are filled with English merchants and manufacturers, come to make sales of their produce for the 1st of October, the period when a variety of British merchandise will be admitted into France on the payment of a duty of 15 per cent. *ad valorem*. That paper adds that the prices demanded by the English dealers are so mod-

erate that they would create surprise, were it not known that English merchants make immense sacrifices in order to become masters of the market.

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#### TREATY WITH TURKEY.

The treaty of commerce between Great Britain and Turkey, which is to come into operation on the 1st of October, has been laid before Parliament. Turkish produce and manufactures purchased by British subjects are to be liable to no duty, except an export duty of 8 per cent., diminishing annually by 1 per cent., until it be reduced to a fixed *ad valorem* duty of 1 per cent., to cover the general expenses of administration and control; and the produce and manufactures of the dominions and possessions of Her Britannic Majesty are not to be subject in Turkey to any duty beyond an import duty of 8 per cent., but the import of tobacco or salt is prohibited. There is to be no differential duty on British shipping. The duty of 3 per cent. now levied on articles passing through Turkey by land to other countries is to be reduced to 2 per cent., and after eight years, is to be merely 1 per cent., to defray the expense of registration. No charge is to be made on British produce or goods in British ships passing through the States. The "most favored nation" clauses are inserted.

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*Decisions of the Secretary of the Treasury of questions arising upon appeals by importers from the Decisions of Collectors relating to the proper classification, under the Tariff Act of March 2, 1861, of certain articles of Foreign Manufacture, entered at the ports of Boston and New-York.*

#### HOLLOW WARE.

*Treasury Department, July 12, 1861.*

Sir,—I have had under consideration your report on the appeal of Messrs. LALANCE & GROSJEAN from your assessment of duty, at the rate of 30 per cent., under the provision for "manufactures of metal, &c., not otherwise provided for," in section 22 of the tariff act of March 2, 1861, on certain "hollow ware" imported by them.

The appellants claim entry at the rate of 2½ cents per pound, as being provided for in section 7, under the classification of "hollow ware, glazed or tinned."

The articles in question it appears are returned by the appraisers at your port as composed of "metal, and hollow, but not castings of iron." The provision under which the importers claim to enter at a duty of 2½ cents per pound refers, in my opinion, to hollow ware, being a casting of iron, and does not embrace hollow ware of any other description. Being excluded from that classification, the wares in question would fall under the provision to which you referred them on the entry, viz.: "Manufactured, articles, vessels and wares, not otherwise provided for, of brass, copper, gold, iron, lead, pewter, platina, silver, tin or other metal, or of which either of these metals, or any other metal, shall be the component material of chief value," and your decision assessing duty at the rate of 30 per centum *ad valorem* is affirmed.

I am, very respectfully,

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

HIRAM BARNEY, Esq., *Collector, &c., New-York.*

## WOOLLEN CARD CLOTH.

*Treasury Department, July 29, 1861.*

Sir,—I have had under consideration your report on the appeal of Mr. BENJAMIN POLAND from your decision, subjecting to duty, at the rate of 12 cents per pound, and in addition thereto 25 per centum *ad valorem*, as a “manufacture of wool, made wholly or in part of wool, not otherwise provided for,” under the tariff of March 2, 1861, certain “woollen card cloth” imported by him.

The appellant claims entry thereof at the rate of 30 per cent. under section 22 of the tariff of 1861, as being provided for in the provision for “manufactures not otherwise provided for, composed of mixed materials, in part of cotton, silk, wool or worsted or flax.” The article under consideration is a manufacture, cotton, wool and linen, and is used for manufacturing cotton cards.

After a careful examination of this case I concur with you in opinion, that the merchandise in question is subject, under the second subdivision of section 13 of the tariff of 1861, to duty at the rate of 12 cents per pound, and in addition thereto 25 per centum *ad valorem*.

Your assessment of duty at those rates is affirmed.

I am, very respectfully,

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

J. Z. GOODRICH, Esq., *Collector, &c., Boston, Mass.*

## PRINTED COTTON HANDKERCHIEFS.

*Treasury Department, September 10, 1861.*

Sir,—I have had under consideration the appeal of Messrs. L. HEIDENHEIMER & Co., from your assessment of duty at the rate of “2 cents per square yard and ten per centum *ad valorem* in addition,” on printed cotton handkerchiefs, under the provision in section 14 of the tariff of March 2, 1861, for “manufactures of cotton, &c., on finer or lighter goods of like description, not exceeding 140 threads to the square inch, counting the warp and filling, two cents per square yard, \* \* \* \* and if printed, painted, colored or stained, there shall be levied, collected and paid a duty of 10 per centum *ad valorem* in addition.”

The appellants claim that the above section refers “only to goods sold by the *yard*, and printed cotton handkerchiefs being bought and sold by the dozen or by the piece, the meaning of the act could not be to levy on them a duty by the yard,” but that they should be classified either under the head of “all manufactures of cotton, bleached, printed, painted or dyed, not otherwise provided for,” at 30 per cent., section 14, or, “as wearing apparel ready for use,” at the same rate of duty, section 22.

These goods are in pieces of several dozens in length.

I concur in the views expressed by you, and the goods in question are liable, in my opinion, to duty at the rates assessed on the entry, viz., two cents per square yard and ten per centum in addition.

I am, very respectfully,

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

HIRAM BARNEY, Esq., *Collector, &c., New-York.*

## MARINE LOSSES FOR JUNE, 1861.

DATE.	STEAMERS.	MASTERS.	TONS.	WHERE BUILT.	YEAR.	HAIL FROM.	WHERE FROM.	WHERE TO.	DISASTERS.	LOSS ON VESSEL.	LOSS ON CARGO.	TOTAL LOSSES.	
15	Canadian, (Br.)...	Graham,	2000	Greenock,	1860	Liverpool,	Quebec,	Liverpool,	Tot. loss ; sk. by ice in St. Law. R. June 4, Total loss at Port Morant, Ja., May 28,	\$ 350,000	\$ 40,000	\$ 390,000	
18	Tulu, (Br.).....	Goodwin,	452	Glasgow,	1857	Glasgow,	New-York,	Kingston, Ja.,		75,000	60,000	135,000	
2 Steamers,.....Totals,										\$ 425,000	\$ 100,000	\$ 525,000	
SHIPS.													
4	Betsy Williams, ..	Nickerson,	400	Stonington	1846	New-Bedford,	Manzanilla,	New-York,	On Riding Rocks, off and at Nassau, May 5, Put back to Baltimore, leaky, June 24, Put into St. Thomas, leaky, May 15, Put into St. Thomas, leaky, May 23, Condemned at Honolulu, March 26,	\$ 6,000	\$ 5,000	\$ 11,000	
25	Dashaway, .....	Wedge,	1012	Hallowell, Me.	1854	Hallowell,	Baltimore,	Calcutta,		6,700	8,000	9,700	
8	Equal Rights,.....	G. W. Collier	850	Black Rock,	1861	New-York,	New-York,	Bristol, Eng.,		4,600	3,400	8,000	
24	Masonic, .....	Sebart,	489	Richmond,	1847	Bath,	New-Orleans,	Liverpool,		3,700	2,600	6,300	
4	Vesper, .....	G. W. Bailey,	321	Newbury,	1827	New-London,	New-London,	Whaling,		10,000	.....	10,000	
5 Ships,.....Totals,										\$ 31,000	\$ 14,000	\$ 45,000	
BARKS.													
14	Coronet, (Br.)....	Brown,	871	Miramichi,	1860	Miramichi,	Savannah,	Liverpool,	Total loss at Hunting Islands, May 20, Total loss on Key Pedro, June, Total loss on Jardinalis Bank, May 18, Total loss on Cape Haïteras, June 2, Ashore near St. Helena, June 6, ar. N. Y., Abandoned at sea, April 18, Put into Bermuda, June 16, Put into West Bank, N. Y. Bay, June 14, Put into Baltimore in dis., June 14, (cond.) On fire and sunk at Cronstadt, June 13,	\$ 40,000	\$ 26,000	\$ 66,000	
12	Cornelia, .....	Barton,	306	Eastport,	1849	New-York,	Havana,	Cardenas,		8,500	.....	8,500	
6	Caroline Ellems, ..	Ellems,	398	Rockland,	1855	Rockland,	Pensacola,	Cienfuegos,		15,000	3,000	18,000	
10	Emma Eloise, (P.)	Healy,	365	Memel,	1856	Memel,	Madeira,	Baltimore,		17,000	30,000	47,000	
14	Edward, (Br.)....	Tucker,	627	Quebec,	1849	Liverpool,	Liverpool,	Savannah,		2,000	.....	2,000	
4	Johan, (Br.).....	Clase,	430	Nova Scotia.	1849	Liverpool,	Darien,	Queenstown,		9,000	6,000	15,000	
22	Mary R. Barney,...	Robbins,	380	Warren, R. I.	1852	Fall River,	Havana,	Falmouth, E.,		4,000	3,700	7,700	
15	Mary Sawyer,....	Bartlett,	305	Wells, Me.,	1853	Wells,	Sagua,	New-York,		3,500	6,000	9,500	
15	Sarah Sheaf,.....	Chase,	402	Portsmouth,	1824	Boston,	Buenos Ayres,	Cork,		7,500	9,000	16,500	
30	Tanaro, .....	Berry,	499	Bath, Me.,	1851	Bath,	Havana,	Cronstadt,		8,500	.....	8,500	
10 Barks,.....Totals,										\$ 115,000	\$ 83,700	\$ 198,700	
BRIGS.													
15	Alpine, .....	Killman,	249	Frankfort, Me.	1858	Frankfort,	New-Orleans,	Bordeaux,		Put into Newport, leaky, Abandoned at sea, April, Put into Key West, leaky, May 18, Total loss on White Head Island, June 16, Total loss on Conch Reef, May 21, Total loss on Nantucket Island, June 8, Missing since December 26, 1860, Condemned at Gibraltar, May 14th,	\$ 4,500	\$ 3,000	\$ 7,500
14	Bedouin, (Br.)....	McKenzie,	298	New-Glasgow	1858	New-Glasgow	New-York,	Galway,			11,000	15,000	26,000
8	Borneo, .....	Norton,	199	Bristol, Me.,	1851	Jacksonville,	Minatitlan,	Hamburg,			3,700	2,500	6,200
26	Com. Stewart,...	Wilson,	155	Harpswell,	1847	Harpswell,	Portland,	Pictou, N. S.,	4,000		.....	4,000	
8	Franklin, (Br.)...	Chisholm,	176	Maitland, N.S.	1855	Maitland,	Matanzas,	New-York,	5,000		2,500	7,500	
12	Jaffa, (Br.).....	Douglass,	182	Maitland, N.S.	1858	Maitland,	Sydney, C. B.,	New-York,	3,700		4,000	7,700	
2	Lind, (Dan.).....	Petersen,	238	Westarvic,	1840	Westarvic,	New-York,	Liverpool,	5,500		9,000	14,500	
6	Milton, .....	Hoyt,	155	New-Bedford,	1844	Boston,	Marseilles,	Boston,	6,000		4,000	10,000	
8 Brigs,.....Totals,											\$ 43,400	\$ 40,000	\$ 83,400

SCHOONERS.												
1	E. M. Healey,.....	Healey,	259	Mauricetown,	1860	Greenwich,	Cardenas,	Portland,	Put in Holmes' Hole, leaky, May 29,	\$ 500	.....	\$ 500
22	Envoy,.....	Low,	110	Damariscotta,	1849	Boston,	Bangor,	New-York,	Put in Boston, leaky, June 20,	900	.....	900
4	J. J. Spencer.....	A. Dole,	234	Bridgton, N.J.	1855	Camden, N. J.	New-Orleans,	Bordeaux,	Put in Philadelphia, leaky, May 20,	1,800	\$ 2,000	3,800
	Mary Ann,.....	.....	126	Morristown,	1847	Morristown,	Delaware R.,	Wrecking,	Total loss at Overalls, Del. Bay,	1,000	.....	1,000
17	Mariner, (Br.).....	Morris,	240	Cornwallis,	1860	Cornwallis,	Hillsboro, N.B	New-York,	Abandoned, lat. 40 15, lon. 69 35, May 28,	10,000	3,000	13,000
5	Medora,.....	L. Rhoades,	99	Bucksport,	1848	Rockland,	New-York,	Portland,	Col. schr. Tarquin, and sunk, June 2,	1,000	4,000	5,000
2	N. & D. Scudder,.....	Pinckney,	97	Mystic, Ct.,	1852	Barnstable,	Barnstable,	Fishing,	Put in Liverpool, N. S., leaky, May 15,	1,200	.....	1,200
4	Sarah H. Sears,.....	AEGoodsell	175	Fairhaven,	1859	New-Haven,	New-York,	Nassau,	Aband. 18 m. from Harbor Island, May 18,	12,800	12,000	24,800
29	Sea Breeze, (Br.).....	R. Wilson,	192	Hopewell, N.B	1860	St. Johns, N.B.	Matanzas,	New-York,	Put in St. Thomas leaky, (2d dis.) June 10,	5,000	4,000	9,000
13	Woodpecker, (Br.).....	.....	175	London,	1860	London,	Columbia R.,	Victoria,	Total loss on Columbia Bar, May 10,	9,500	2,700	12,200
10 Schooners,.....Totals,										\$ 43,700	\$ 27,700	\$ 71,400

### MARINE LOSSES FOR JULY, 1861.

DATE.	STEAMERS.	MASTER.	TONS.	WHERE BUILT.	YEAR.	HAIL FROM.	WHERE FROM.	WHERE TO.	DISASTERS.	LOSS ON VESSEL.	LOSS ON CARGO.	TOTAL LOSSES.
8	Cataline,.....	.....	150	New-York,	185	New-York,	Fort. Monroe,	In port,	Total loss by fire in Hampton Roads,	\$ 25,000	.....	\$ 25,000
1	Jno. R. Thompson,	Jas. Colory,	115	Baltimore,	1852	Philadelphia,	New-York,	Baltimore,	S'k by wreck of John Truck, Phil. June 28,	1,800	\$ 10,000	11,800
6	New World,.....	St. John,	.....	New-York,	185	New-York,	New-York,	Albany,	Struck sunk. barge, sunk near Stuyvesant,	10,000	.....	10,000
22	Potomska,.....	Nye,	287	Hoboken,	1854	New-Bedford,	Portland,	New-York,	Ashore on Bears' Sh'l, Monomey, July 18,	2,600	.....	2,600
4 Steamers,.....Totals,										\$ 39,400	\$ 10,000	\$ 49,400

SHIPS.												
20	Argonaut,.....	Norton,	570	Medford,	1849	Boston,	Boston,	Shanghai,	T'w'd in Singapore May 19, col. with St.M.	\$ 5,000	.....	\$ 5,000
30	Alfred Hill,.....	Morse,	549	Chelsea,	1854	Bath, Me.,	Boston,	Hong Kong,	Lost on the Prata Shoals, May 15,	25,000	\$ 40,000	65,000
9	Edgar Stringer,.....	Wood,	1352	Bath, Me.,	1854	Newport, E.,	Newport, E.	Madras,	Sunk 175 miles S.E. Pernambuco, May 29,	52,000	63,500	115,500
11	Emily Farnum,.....	Simes,	1119	Portsmouth,	1854	London,	Portsmouth,	Calcutta,	Ashore 30 miles N. Pernambuco, June 5,	1,000	.....	1,000
17	Ethan Allen,.....	Lindburg,	556	East Boston,	1858	Boston,	Cornstadt,	Boston,	Put into Elsinore in distress, June 29,	6,000	2,000	8,000
4	Elizabeth Kimbal,	Wilson,	998	Beverly, Mass.	1853	Beverly, Mass.	Callao,	Cork,	Put into Valparaiso in distress, May 29,	7,600	4,000	11,600
18	Golden Rocket,.....	Powers,	608	Bangor, Me.,	1858	Bangor,	Havana,	Cienfuegos,	Total loss, burnt by privateer Jeff. Davis,	35,000	.....	35,000
20	J. Wakefield,.....	Howe,	1225	Rockland,	1854	Rockland,	Cardiff,	Shanghai,	Put into Queenstown, leaky, June 26,	3,700	1,000	4,700
6	Lawson,.....	D. Wright,	507	Bath, Me.,	1855	Puget Sound,	Puget Sound,	Toulon,	Total loss by fire at Toulon,	30,000	18,000	48,000
29	Live Yankee,.....	Boyle,	1637	Rockland,	1858	New-York,	Cardiff,	Kurrachee,	Lost on the Brazilian coast, June 26,	65,000	10,000	75,000
30	Maggie Carie, (Br.).....	Craig,	592	Wiscasset,	1847	Liverpool, En.	Liverpool,	Baltimore,	Ashore in Chesapeake B., July 25, tot. loss	10,000	3,000	13,000
11	Middlesex,.....	Merrill,	496	Medford,	1840	Princtown,	St. Johns, N.B.	Queenstown,	Put into Halifax, leaky, June 24,	3,500	1,000	4,500
22	Davidson, (Br.).....	Davidson,	855	Guernsey,	1845	England,	Tome,	Liverpool,	Put in Falkland Is., fore c'mp't full wat'r,	6,000	10,000	16,000
31	Star of Hope,.....	Pearson,	1195	Portsmouth,	1855	Newburyport,	London,	Calcutta,	Abandoned at sea, June 15,	50,000	60,000	110,000
30	Wm. Witherel,...	Atwood,	875	Castine, Me.,	1851	Castine,	Boston,	London,	Put in Portland, July 29, lost topmasts, &c	1,200	.....	1,200
15 Ships,.....Totals,										\$ 301,000	\$ 212,500	\$ 513,500

July, 1861.

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## MARINE LOSSES FOR JULY, 1861. (CONTINUED.)

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Marine Losses.

November,

DATE.	BARKS.	MASTER.	TONS.	WHERE BUILT.	YEAR.	HAIL FROM.	WHERE FROM.	WHERE TO.	DISASTERS.	LOSS ON VESSEL.	LOSS ON CARGO.	TOTAL LOSSES.	
26	Aretic, .....	Cutler,	489	Richmond,	1851	Boston,	Liverpool,	Havana,	Ash. Chesapeake S'nd, July 8, Nassau, c.,	\$ 16,000	\$ 10,000	\$ 26,000	
20	Edward Hill, .....	J. H. Avery,	499	Warren, R. I.,	1856	Newbury,	Boston,	New-York,	Burnt at Boston, July 4,	2,500	.....	2,500	
24	Iola Wylie, .....	Patterson,	385	Warren, Me.,	1856	Warren, Me.,	Bordeaux,	Hussam,	Collision and sunk, July 6, total loss,	17,500	26,000	43,500	
17	J. Cockerell, (Br.)	Ambrose,	353	Sunderland,	1851	London,	New-York,	London,	Put back to N. Y., 180 m. E. Sandy H., Pky,	6,000	7,500	13,500	
4	Mystery, .....	Taylor,	328	Duxbury, Mass	1854	Boston,	Boston,	In port,	Burnt at Boston, July 4,	14,000	.....	14,000	
20	Mary E. Barny, .....	Robins,	250	Warren, R. I.,	1854	Fall River,	Havana,	Falmouth, E.,	Put into Bermuda in distress, June 8,	2,500	3,000	5,500	
13	Sarah Sheaf, .....	Chase,	402	Portsmouth,	1824	Boston,	Buenos Ayres,	Cork,	Put into Baltimore in distress, condemned	7,500	6,000	13,500	
16	Young Greek, .....	Taylor,	460	Medford,	1855	Caldera,	Caldera,	Baltimore,	Ashore on Wolf Trap, Chesapeake B. (off.)	1,000	2,500	3,500	
8 Barks, .....										Totals,	\$ 67,000	\$ 55,000	\$ 122,000
<b>BRIGS.</b>													
12	Altevela, .....	Reed,	198	Searsport, Me.	1853	Searsport,	Trinidad,	Philadelphia,	Ashore near Cape Henelopen,	\$ 1,800	\$ 2,000	\$ 3,800	
27	Creole, (Br.) .....	Robinson,	236	E. Boston,	1850	Belize, Hond.,	New-York,	Belize,	Abd. in hurricane, lat. 31 28, long. 72 12,	9,000	10,000	19,000	
23	Costa Rica, .....	Chapman,	260	Portsmouth,	1857	New-York,	Philadelphia,	Havana,	Put back to Philadelphia, cond. and sold,	2,600	.....	2,600	
17	Elizabeth, (Br.) .....	Sturtevant,	273	Portsmouth,	1854	New-York,	Kingston, Ja.,	New-York,	On a reef off Cuba, condemned,	4,500	6,000	10,500	
22	Erriehita, (Ital.) .....	M. Russo,	300	Sarrente,	1860	Naples,	New-York,	In port,	On fire, foot Clinton-st., East River, July,	3,700	2,000	5,700	
4	Fanny O. Field, .....	Herriman,	198	Prospect, Me.,	1854	Prospect,	Boston,	In port,	Burnt at Boston, July 4,	8,000	.....	8,000	
17	Gloria, (Br.) .....	Lecroix,	235	Uckermunde,	1858	Jersey,	Rio Janeiro,	Baltimore,	Ashore near Carrituck, N. C., July 4, con.	10,000	5,000	15,000	
4	H. Matthews, .....	Lampher,	240	Searsport,	1849	Boston,	Boston,	In port,	Burnt at Boston, July 4,	7,000	.....	7,000	
27	John Jeffrey, .....	R. N. Seely,	195	Bangor,	1859	Bangor,	New-York,	Rio Grande,	Dm'd in gale, stove galley, cabin doors,	1,000	.....	1,000	
13	J. Nickerson, .....	Evans,	198	Fall River,	1847	Boston,	Lisbon,	Rio Grande,	Ab'd and sunk, 12 miles N.E. Pt. Anago,	3,500	7,000	10,500	
8	Julia, .....	Phinney, ...	300	New-London,	1861	New-York,	Aspinwall,	Cuba,	Ashore near Punta Luena Reef, total loss,	15,000	.....	15,000	
2	Medford, .....	Cook, .....	108	Medford,	1844	Boston,	Boston,	Fayal,	Put into Fayal, leaky, and condemned,	5,000	.....	5,000	
4	Orilla, .....	S. P. Griffin,	298	Prospect, Me.,	1855	Stockton,	Boston,	In port,	Burnt at Boston, July 4,	7,000	.....	7,000	
13	Orient, .....	Page,	176	St. Peters Bay,	1851	Pietou, N. S.,	St. Jago, Cuba,	New-York,	Ashore at Bird Rock, May 3, condemned,	7,500	16,000	23,500	
20	Ornen, .....	Hansen,	264	Risoer,	1836	Norway,	Montreal,	Bristol, Eng.,	Col. and sunk, June 23,	8,000	7,000	15,000	
26	S. P. Brown, .....	Hammond,	181	Orland,	1850	Newport, R. I.	Liverpool,	Providence,	Put into Queenstown for repairs,	800	.....	800	
16 Brigs, .....										Totals,	\$ 94,400	\$ 55,000	\$ 149,400
<b>SCHOONERS.</b>													
26	Benj. S. Wright, ..	Brown,	120	Frankfort,	1859	Frankfort,	Gloucester,	Fishing,	Put into Gloucester for rep., col. July 23,	\$ 600	.....	\$ 600	
27	Bodulch, .....	Perkins,	97	Castine, Me.,	1858	Castine, Me.,	New-York,	St. Ann's Bay,	Abandoned in a hurricane, July 10,	3,000	\$ 9,000	12,000	
26	Chas. S. Carstairs,	Naylor,	254	Pocomoke,	1854	Philadelphia,	Boston,	Philadelphia,	Ashore on Rainford Island Rocks, (off.)	3,700	2,000	5,700	
1	Christiana Keen, ..	Stacey,	213	Perth Amboy,	1857	Perth Amboy,	.....	.....	Total loss, burnt by secessionists,	9,000	.....	9,000	
4	Dashaway, .....	Littlefield,	177	Surrey, Me.,	1855	Surrey, Me.,	Boston,	In port,	Burnt at Boston, July 4,	7,500	.....	7,500	
4	Energy, .....	J. Mitchell,	67	Maine,	1859	St. Georges, Me	St. Georges, Me	Boston,	Missing since May 27,	1,500	.....	1,500	
9	Emily C. Horton, ..	Deming,	110	Cape May,	1846	New-York,	Port Ewing,	New-Bedford,	Col. with Str. Metropolis, sunk, July 7,	1,800	750	2,550	

20	Envoy,.....	Low,	110	Damariscotta,	1849	Boston,	New-York,	Boston,	Sprung aleak, ash. Vineyard Sd., July 17,	\$ 1,000	\$ 2,600	\$ 3,600
18	Exchange,.....	Fuller,	100	N. Providence	1840	Baltimore,	Rio Grande,	New-York,	Put in Rio Janeiro, leaky, June 4, cond.,	1,200	1,000	2,200
4	F. A. Hawkins,.....	Mayo,	122	Noank, L. I.,	1848	Eastham,	Boston,	In port,	Burnt at Boston, July 4,	3,000	.....	3,000
22	George S. Green,.....	Cobb,	281	Wilmington,	1858	Wellfleet,	Boston,	Philadelphia,	Col. July 19, lost jackstays, davits & boat,	500	.....	500
15	Gen. Veaze,.....	Gallagher,	132	Hampden,	1851	Port au Prince	Port au Prince	Boston,	Total loss at Bird Rock, June 28,	4,500	8,000	12,500
20	Gertrude Horton,.....	Pendleton,	125	Rockland,	1846	Rockland, Me.	New-York,	Portsmouth,	Col. Str. Pennsylvania, put in N.Haven,	1,000	.....	1,000
13	Harriet,.....	Young,	147	Trenton, Me.,	1854	Trenton,	Trenton, Me.,	Gibraltar,	Condemned at Gibraltar, June 12,	3,000	.....	3,000
20	Harvest Home,.....	Forbes,	90	Essex, Mass.,	1856	Gloucester,	Gloucester,	Georges Bank,	Collision, lost chainplates, rail, &c.,	250	.....	250
27	Jane N. Baker,.....	Handy,	270	New-Jersey,	1854	Philadelphia,	Philadelphia,	Key West,	Put back, damaged in hurricane, July 23,	1,800	.....	1,800
4	M. A. McNeil,.....	Kelly,	280	Camden, N. J.	1858	Boston,	Mobile,	Boston,	Burnt at Boston, July 4,	6,500	.....	6,500
31	Nerissa,.....	Bagnes,	96	Baltimore,	1849	Hingham,	Turk's Island,	Boston,	Put back to Grand Turk, cond. and sold,	1,000	300	1,300
8	Only Son,.....	Jas. Fraser,	138	Barnstable,	1840	Pittsford, Me.,	Bridget'n, N.S.	Boston,	Missing since April 5,	1,600	400	2,000
8	Red Rover,.....	Baker,	90	Kingston,	1838	Belfast,	Penobscot Riv	.....	Ashore at Hampden,	600	.....	600
20	Rachel S. Miller,.....	Henderson,	195	Philadelphia,	.....	Philadelphia,	Philadelphia,	.....	Ashore at Block Island, July 10, (off.)	.....	.....	.....
23	Rolla,.....	Bambrick,	84	Essex,	1857	Gloucester,	Gloucester,	Fishing,	Missing since June 16,	3,000	.....	3,000
18	Seeing,.....	Sofford,	168	Currituck,	1853	Baltimore,	Baltimore,	Kennebunk,	Put into New-York in distress,	1,700	.....	1,700
22	Stony Brk. Packet,.....	(Sloop.)	199	Greenport,	1859	Greenport,	Elizabethport,	Providence,	Total loss at Welch Hill, July 15,	1,200	400	1,600
27	Tamaulipas,.....	Buckley,	233	Ellsworth,	1857	Ellsworth,	Matanzas,	Falmouth, E.,	Put into Halifax, July 21, foremast sprung	1,200	.....	1,200
4	Quindaro,.....	Walls,	233	Ellsworth,	1857	Ellsworth,	Trinidad, Cuba	Cork,	At Boston in distress, and burnt July 4,	9,000	.....	9,000
20	Valorous, (Br.).....	Wilson,	100	Lunenburg,	1860	Lunenburg,	Cienfuegos,	Halifax,	Ashore on the Isle of Pines, June 27,	1,500	2,600	4,100
26 Schooners,.....Totals,										\$ 71,150	\$ 27,050	\$ 98,200

## RECAPITULATION OF LOSSES FOR THE YEAR 1861.

NO. OF DISAS.	APRIL, 1861.	LOSS ON VESSEL AND FREIGHT.	LOSS ON CARGO.	TOTAL.	NO. OF DISAS.	MAY, 1861.	LOSS ON VESSEL AND FREIGHT.	LOSS ON CARGO.	TOTAL.
4	Steamers,.....	\$ 23,500	\$ 24,000	\$ 47,500	5	Steamers,.....	\$ 307,000	\$ 159,000	\$ 466,000
25	Ships,.....	432,300	354,500	786,800	26	Ships,.....	563,000	1,096,500	1,659,500
20	Barks,.....	163,300	179,600	342,900	16	Barks,.....	181,800	187,100	318,900
20	Brigs,.....	66,700	130,100	196,800	17	Brigs,.....	120,200	127,700	247,900
42	Schooners,.....	87,300	151,250	238,550	32	Schooners,.....	67,300	66,000	133,300
111		\$ 778,100	\$ 839,450	\$ 1,617,550	96		\$ 1,189,300	\$ 1,636,300	\$ 2,825,600
JUNE, 1861.									
2	Steamers,.....	\$ 425,000	\$ 100,000	\$ 525,000	4	Steamers,.....	\$ 39,400	\$ 10,000	\$ 49,400
5	Ships,.....	31,000	14,000	45,000	15	Ships,.....	301,000	212,500	513,500
10	Barks,.....	115,000	83,700	198,700	8	Barks,.....	67,000	55,000	122,000
8	Brigs,.....	43,400	40,000	83,400	16	Brigs,.....	94,400	55,000	149,400
10	Schooners,.....	43,700	27,700	71,400	26	Schooners,.....	71,150	27,050	98,200
35		\$ 658,100	\$ 265,400	\$ 923,500	69		\$ 572,950	\$ 359,550	\$ 932,500

## RAIL-ROAD AND TELEGRAPH STATISTICS.

I. THE TELEGRAPH FROM MOSCOW TO NEW-YORK. II. BRITISH RAILWAY STATISTICS. III. NEW ROUTE FROM EUROPE TO INDIA. IV. IMPORTANT TO RAILWAY COMPANIES. V. STEAM ON COMMON ROADS. VI. THE PACIFIC TELEGRAPH. VII. THE ATLANTIC CABLE.

## THE RUSSIAN PACIFIC TELEGRAPH.

THE plan for establishing a telegraphic line connecting Europe through Siberia with the Pacific Ocean has, during four years, had time to take shape and form, so that, at the commencement of the present year, the supreme sanction was given to the project for constructing a telegraphic line in the counties bordering on the Amoor and Oussouri, from Nikolaiewsk by Kabarovka to the port of Novgorod, (1,900 versts,) the most important point of the possessions recently annexed to Russia on the sea of Japan. The establishment of this line is undertaken by the Ministry of Marine at its cost and under its direction; and at the same time the superior direction of the means of communication (Board of Works) has commenced the construction of a line starting from Kasan in the direction of Siberia, which proposes opening at the end of the present year a telegraphic communication from Kasan to Omsk, (1,900 versts,) and continue it afterwards to Irkutsk, a distance of 2,475 versts from Omsk. Thus, probably within two or three years, on the one side there will be telegraphic communication between Europe and Asia to Irkutsk, and, on the other hand, our new colonies on the Amoor and Oussouri will be connected with each other, and with our principal ports on the Japanese waters. Thus of the extent of 10,000 versts, which the Siberian telegraph will embrace, there only remains the central portion, that of Irkutsk by Kyachta to Kabarovka, about 3,500 versts, where as yet nothing has been settled; but it is beyond a doubt that as soon as the works actually projected shall have been successfully completed, this intermediate line will be constructed, and thus, within four or five years at the latest, the gigantic project of a telegraph from Europe to the distant lands on the shores of the Pacific Ocean will be realized. The year 1861 promises to be a memorable one, if we consider the great questions which will receive a solution. Among those questions we must place the commencement of a durable connection and the establishment of rapid communication between Siberia and civilized Europe, and the apparatus of the electric telegraph on the virgin shores of the Amoor and Sea of Japan. It seems needless to point out the importance and usefulness of so vast an extension of improved communication by the promoters of civilization and commerce.—*St. Petersburg Gazette.*

Colonel ROMANOFF, of the imperial Russian engineers, was introduced to the members of the New-York Chamber of Commerce, October 11th, to lay before them the project of a telegraph line to run from St. Petersburg to some point on the eastern shore of Siberia, and from thence to the Russian possessions on this continent.

The great overland telegraph to be erected will, when completed, form a direct chain of communication throughout the world. It was first started in accordance with an ukase from the Emperor of Russia, issued in 1858, since which time three thousand miles of it have been laid from St. Petersburg to Omsk, in Eastern Siberia. Moscow, three thousand five hundred miles from that point, will be the principal station. The wires will go over Behring's Straits, a distance of forty miles, the currents of which depend on the winds, and are never beyond three miles. The widest gap in the Straits is eight miles. The line will cross from Omsk to Orkutsk, thence to Kyachta—the great *entrepôt* of commerce from Siberia to China; from that point it will be continued to the Altai Mountains to Cheta, and thence to Nicoleisk, at the mouth of the Amoor River. This will end the Russian project which has been guaranteed by the government. The propriety of continuing the line to the United States is now under advisement, and the project is considered easily practicable, involving only an additional outlay of \$1,000,000 or \$3,000,000, according to the route taken. The following table shows the number of miles to be embraced by the whole line :

	<i>Miles.</i>
St. Louis to San Francisco, (1,800 miles finished),.....	2,000
San Francisco to Prince of Wales' Cape,.....	2,500
Behring's Straits (submerged),.....	40
East Cape to mouth of Amoor River,.....	2,400
Amoor River to Moscow, (1,200 miles finished),.....	7,000
Total,.....	13,940

Count ROMANOFF states that the line will be completed to Irkutsk in about a year, which will enable the merchants of London to communicate with Pekin in fourteen days. It has been proposed to extend it from the mouth of the Amoor to Jeddo, Japan, which will involve but three submerges—one of six miles, one of eight and another of twelve. Count ROMANOFF also stated that the cable sunk in the Red Sea by the British government, to communicate with India, was eaten by insects, with which the water abounds, after it had successfully operated for about three months, and it is now considered impracticable to renew the enterprise at that point. The British government had appointed a commission to inquire into the causes of the failure.

American vessels frequently sail to the Amoor with spices, tea, coffee, iron, &c., and the establishment of telegraphic communication between the United States and that point, and Russia in general, must tend to increase the trade between both countries.

Col. ROMANOFF will prosecute his inquiries in the United States for about two months, and then return to Russia. Mr. COLLINS, in the mean time, will give him many of the facilities necessary to his mission.

The proposed line will unite all the telegraphs in the world, without crossing the Atlantic Ocean, so that the great "cable" enterprise need not be resuscitated. The cost is set down for two wires at \$3,000,000. To maintain this line, one thousand men, at \$300 each per annum, would become necessary, making a total of \$300,000. To this force it is proposed to add one hundred stations, at \$1,000 per annum; two supply vessels at \$40,000; interest on capital at  $7\frac{1}{2}$  per cent. per annum, \$210,000; contingencies, \$100,000. Total, \$750,000. It is calculated that 300,000 messages, at \$5 each, would be received, making a total of \$1,500,000 revenue.

## BRITISH RAILWAY STATISTICS.

Returns just issued cover two years—1859 and 1860—and show the annual traffic of all kinds, and the annual working expenditure, in the bulk and in detail. The first thing we remark is the largeness of the totals, showing immense social and commercial activity. There were at the end of 1860, 10,433 miles of railway in use, or 431 miles more than in the previous year. The total passenger traffic over these lines was 163,435,678, or 13,678,384 more than in 1859. If we analyze this we find that third-class passengers constitute more than one-half of the whole, a fact pointing to the influence of low fares and the development of excursion traffic. If we take the separate returns of England, Ireland and Scotland, we find that in England the proportion of third to second-class passengers is less than two to one, whereas in Scotland it is six to one; but Ireland only one and a third to one. There would, therefore, appear to be a wide field for the development of third-class traffic in England, and still more in Ireland, while in Scotland third-class travelling is general, for even the second-class passengers are outnumbered by the first. Another characteristic of the returns is brought out by a contrast between the movement of goods and of live stock. In each of the three great divisions of the United Kingdom there was an increase of goods traffic in 1860 over goods traffic in 1859. But in the transport of live stock there was, on the whole, a decided falling off. Fewer cattle, fewer sheep and pigs were carried over the English lines. In Scotland there was a similar decrease, except in pigs. In Ireland alone the transit of cattle exceeded that of the previous year, but the sheep and pigs were fewer. These figures speak plainly of the severity of the winter of 1859-60. In Ireland alone there were 76,520 pigs and 18,650 sheep less transported by railway than in 1859. The deficiency of traffic from these sources was made up by an increase in all others—more passengers, more minerals, more merchandise of all kinds. The figures show that the severity of the winter decreased, but did not arrest the tide of general prosperity.

The total returns from all sources of traffic in 1859 was £25,743,502, and in 1860 this was increased to £27,766,622. If we turn to the table showing the working expenditure, we find some striking figures. The actual cost of working 10,433 miles of railway in the United Kingdom is £13,189,368. In this item are included £2,437,362 for maintenance of way; £3,801,282 for locomotive power; £3,699,708 for traffic charges, (coaching and merchandise;) and no less than £181,170 for "compensation," a charge alone of 1.37 per cent. The great items of expense are thus:—maintenance of way, locomotive power and traffic charges; but repairs and renewals of carriages and wagons swallow up the £1,118,784, and there is a comprehensive item of £1,068,521 for our old acquaintance, "sundries." Thus it comes about that the proportion per cent. of expenditure to the total revenue is, in England, 48, in Scotland, 44, in Ireland, 45 per cent. Scotland, therefore, seems to have the most cheaply managed lines, and Ireland, where railways pay no government duty, exceeds by one per cent. the Scottish cost of management. These enormous figures explain the comparatively low dividends of railway companies; for the £14,561,118 available for division has to be distributed among the shareholders who have contributed the £330,000,000 of capital sunk in our railways.—*Globe*.

## IMPORTANT TO RAILWAY COMPANIES.

A case of great importance to railway companies and railway travellers has been finally decided, after protracted litigation. A person named DAVID KEYS brought an action against the Belfast and Ballymena and the Londonderry and Coleraine Railway Companies for the sum of £1,890, the value of a box of watches which he had entrusted to the care of the guard, and which could not be found when he arrived at the end of his journey. The companies resisted the claim, on the ground that the plaintiff was a second-class passenger, entitled to carry only ordinary passenger's luggage, and that they could not be responsible for property not booked in their office. A jury gave KEYS a verdict for £1,261. An appeal was made to the Court of Common Pleas, which confirmed the verdict, and then to the Court of Exchequer, which agreed with the judgment of the Common Pleas. The companies then appealed to the House of Lords, who have decided that the companies were not responsible; thus reversing the judgment of the courts below, and giving a lesson to travellers not to run risks for the sake of a small charge on booking valuable parcels.

## STEAM ON COMMON ROADS.

The bill to regulate the use of locomotives on common roads in England has now become law, and is expected to lead to important results in cheapening the transit of heavy goods. During the last thirty years great efforts have been made to use steam on common roads; but, incredible as it may seem in a country whose prosperity is inseparably connected with an early use of every such facility, they have been perseveringly defeated by the opposition of the local trustees, who have imposed prohibitory tolls. Two years back, an experiment to convey coal by a traction engine from Little Hulton to Manchester, a distance of seven miles, is understood to have proved not only that an immense saving could be effected, but that the wear and tear of the road was diminished; yet the toll charged amounted to 4s. per ton, against 3½d. per ton for coal drawn by horses; and this, of course, effectually prevented the introduction of the system. The new bill assimilates the tolls to be charged, in a great degree, to those charged for horse traffic; and, although it comprises various regulations, which will probably be found to be more or less needless or vexatious, it seems sufficiently wide to enable the method to have at last a fair field.—*London Times*, August, 1861.

## EUPHRATES VALLEY—THE ROUTE TO INDIA.

It is not too much to say that there is no existing or projected railroad that can for a moment compare, in point of interest and importance, with that of the Euphrates Valley. It brings two quarters of the globe into juxtaposition, and three continents, Europe, Asia and Australia, into co-relation. It binds the vast population of Hindostan by an iron link with the people of Europe; it inevitably entails the colonization and civilization of the great valleys of the Euphrates and Tigris; the resuscitation

tation, in a modern shape, of Babylon and Nineveh, and the re-awakening of Ctesiphon and Bagdad of old. It will also settle the mail route to and from Australia and China—an element of prosperity of very great importance—for the passenger traffic from the Australian colonies exceeds one hundred weekly, and, ere the railway can be completed, will be five times that number; of whom more than half will take the shortest route, while the number of emigrants from this country, who will prefer a passage of forty to over eighty days, may also be fairly expected to be very large.

According to Sir JOHN MACNEILL, who was assisted in the survey by Captain BURGESS and the officers of Her Majesty's steamship STROMBOLI, there is every facility for making a harbor in the vicinity of the ancient port of Sileucia, near the mouth of the Orontes, and the country *via* Antioch, Killes and Ailam, to Aleppo, ninety miles in length, presents no engineering difficulty. By making a detour, a rich settled country, dotted over with towns and villages, is accommodated, and branch lines would be unnecessary. A large traffic is already in existence, as the toll books at a bridge on the Orontes show that about 1,200 camels and horses laden pass each day. This will be the most important portion of the railway from the Mediterranean to the Persian Gulf; the link from Sileucia to Aleppo is in itself a complete work, having a port at one end and the chief emporium of Mesopotamia at the other, to which the traffic from India, Bagdad, &c., converges. Or, should the railway be carried on to the Euphrates, sixty miles beyond Aleppo, by the route recommended by General CHESNEY and Sir JOHN MACNEILL, there would be a still more perfect work of about one hundred and fifty miles in length, beginning at a port in a great sea and ending at the head of a navigable river in a greater ocean. This would be of itself, and by itself, a complete, perfect and profitable enterprise; not only would a new country be opened up to European enterprise, but a directness in the route to India obtained, which few would believe who do not work it out on the map.

Taking the line of the Austrian railways to Trieste; thence by rail to Jabor Castle, down the stream of the Euphrates and by the Persian Gulf to Kurrachee, where the Scinde, the first complete Indian project, commences the future network of Indian lines, the traveller will follow a route as direct as any railway can be expected to afford. Eight days and six hours will take the traveller through Trieste to Sileucia; thence the railway will take him, in five hours, to the head of the navigable waters of the Euphrates. Three days and three hours more will see the river voyage completed to Bussorah; and three more days—making in all fourteen—bring the traveller to Kurrachee, where the Scinde keeps the western door of the railways of our Indian empire. Like most of the other railways for which India is indebted to Mr. ANDREW, this line from Sileucia to Jabor Castle, though complete in itself, is regarded by him as the parent of further projects, whose construction will depend on the success of the parent line, and will gradually lessen the distance between the Mediterranean and the Persian Gulf. Thus he would extend his works by degrees along the valley of the river by Phumsah, the ancient Thapsacus; cross thence into Mesopotamia, working down the valley by Annah and Hit to the environs of Bagdad, and thence by Babylon and Hillah to the point where the Tigris and the Euphrates

join at Kurnah, and the united stream becomes deep enough for steamers of the largest size. Other branches, too, might top the Persian Gulf at Scherster, or at Bussorah, where the trade is extensive, and the accommodation for ships of large tonnage already ample.—*London and China Telegraph.*

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#### THE TELEGRAPH TO THE PACIFIC.

According to recent accounts of the progress of the Pacific Telegraph line west of Great Salt Lake City, it appears probable that the entire line will be in full operation in November, 1861. It is the intention to establish twenty regular operating offices between Salt Lake and the frontier offices, to be ever prepared for accident or unfortunate malice that might cut the line. It is said that the Mormon chief and his counsellors and immediate friends have turned on this Western line every team and man at their disposal, to secure the completion of it before the first fall of snow, if possible. The line was completed from Fort Kearney to Julesburg in October, making 350 miles from Fort Kearney and 1,050 from St. Louis. The section between Julesburg and Salt Lake City was in operation on the 18th of October. From Fort Churchill, in the Territory of Nevada, to which the lines already extend from the Pacific coast, the gap towards Salt Lake City is rapidly closing, and the western section will doubtless be completed as soon as the eastern section. The only hindrance yet caused by the war has been the necessity of sending wire, for about 200 miles of the line, around by way of Nevada, instead of through Missouri.

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#### THE ATLANTIC CABLE.

The report of the Atlantic Telegraph Company states that in the cable recovered and brought home by Captain KELL, there was not the slightest symptom of deterioration or decay in the gutta percha. It had been subjected to a very severe electrical test, and a comparison between its present state of insulation and the records of original tests of the most perfect portions of the cable when it left the gutta-percha works, three years ago, showed that an actual improvement had taken place in its condition since it was laid down.—*Chemical News.*

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#### THE MALTA AND ALEXANDRIA CABLE.

The following is an extract from a letter dated Malta, June 8th: "The first section of the Malta and Alexandria cable, 230 miles in length, was laid without a single accident or check of any description. After joining the cable to the shore end at Tripoli, which had been previously laid by the steam-tug BULLDOG, despatched a week in advance, the MALACCA, accompanied by the MEDINA and SCOURGE, proceeded along the coast eastward towards Benghazi, which is to be the next station. Nearly 300 miles more of cable were thus laid eastward, forming a part of the second section, the end being hermetically sealed, carried into shallow water and buoyed. This operation was as successfully performed as the first. The entire length of between 500 and 600 miles has since been carefully tested, and found to work admirably it is even said, with a smaller amount of electric power than any cable yet submerged.

## STATISTICS OF TRADE AND COMMERCE.

I. THE LAKE TRADE. II. COMMERCE OF BUFFALO. III. THE CORK TRADE. IV. TRADE OF TURKEY. V. EXPORTS OF PENANG. VI. TRADE AND NAVIGATION OF FRANCE. VII. THE LINEN TRADE. VIII. CHINA TRADE. IX. THE TOBACCO TRADE. X. PHILADELPHIA GRAIN MARKET. XI. PRICE OF POTATOES, 1854—1861. XII. BANGOR LUMBER MARKET.

### THE LAKE TRADE.

The statistics of vessels arriving and clearing at Buffalo during the quarter ending September 30, 1861, make up a larger exhibit than has ever before been recorded in the history of that city for a single quarter. The figures are as follows:

	<i>Vessels.</i>	<i>Tonnage.</i>	<i>No. Crews.</i>
Entered,.....	2,320	837,957	24,630
Cleared,.....	2,297	825,345	25,285
Aggregate,.....	4,617	1,663,302	49,905

The following is a statement of the number of vessels which have passed by or in the vicinity of the light-house at Wind Mill Point during the quarter ending September 30th, 1861: Barks, 189; brigs, 177; schooners, 1,449; sloops, 189; steamers, 799. Total, 2,797. The greatest number of vessels passed in one day is 114.

The Secretary of the Treasury has forwarded the following circular to collectors at the lake ports:

*Treasury Department, August 16, 1861.*

“Sir,—I have been officially informed that it is customary at several ports on the lakes to issue clearances to vessels after their departure, and to send them by mail to the masters, so that they may receive the same on arrival at the place of destination. A rigid enforcement of the strict letter of existing laws, not adapted, in some respects, to the peculiar exigencies of the trade on the lakes, would doubtless place it under many embarrassing restrictions. I can, therefore, perceive no objection to officers of the customs extending every facility and convenience consistent with the laws, and not incompatible with the interests of the revenue.

“The practice, however, of granting clearances under the circumstances stated, involves a serious departure from the law, and you are accordingly directed immediately to discontinue the same if prevailing at your ports, and to conform to the sixteenth and seventeenth sections of the Coasting Act of 1793, and insist upon a faithful compliance therewith by the masters of the vessels engaged in the trade between the several ports of the United States on the lakes.

“I am, very respectfully,

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

## COMMERCE OF BUFFALO.

The following comparative table shows the receipts of lake flour and grain at Buffalo for the month of September in each of the following years :

	1859.	1860.	1861.
Flour,.....bbls.	236,399	194,092	328,611
Wheat,.....bush.	1,600,856	4,803,939	3,983,612
Corn,.....bush.	290,148	1,316,342	4,741,141
Oats,.....bush.	148,961	133,209	336,801
Barley,.....bush.	18,905	69,098	8,673
Rye,.....bush.	27,710	2,535	29,593
Totals grain one month,	2,086,575	6,325,123	9,099,820

And from the opening of navigation to September 30th, in the years

	1859.	1860.	1861.
Flour,.....bbls.	876,934	729,322	1,338,414
Wheat,.....bush.	3,571,402	9,772,250	15,539,364
Corn,.....bush.	2,393,977	9,995,763	15,227,596
Oats,.....bush.	725,297	857,832	1,643,024
Barley,.....bush.	78,343	78,766	115,098
Rye,.....bush.	40,264	35,567	268,193
Total grain,.....	6,809,283	20,690,178	32,793,275

## THE CORK TRADE.

The cork trade in Portugal is reported to be on the increase. The annual exportation now amounts to upwards of 10,000,000f. It takes place principally from Sines, the only port of the province of Alemtejo, where the largest quantity of cork trees grow. The greatest amount is sent to London, where, on the average, the consumption amounts to 10,000 lbs. per day of Portuguese corks. A considerable quantity is also sent to France, America and the Baltic. The Portuguese cork is inferior to the French, but superior to that of Italy.

## THE TRADE OF TURKEY.

The following statistics relative to the trade of the Turkish empire are not without interest: The general trade of Turkey with foreign countries amounts to about £41,000,000 sterling. Its traffic with Great Britain and France amounts to about 40 per cent. of its entire foreign trade. That with Austria, 15 per cent.; with other parts of Germany, 10; with Russia, 5; Belgium, 2; and all other countries, 28 per cent. In 1857 the trade between Turkey and France amounted, for exports, to 84,901,748f., and for imports to 110,422,893f. In the year 1858 the imports amounted to only 84,901,748f., and the exports to 69,923,746f. France has chiefly imported from Turkey corn, raw silk, cocoons, silk-worms' eggs, wool, cotton and seeds for crushing. The exports from France to Turkey consist of stuffs, refined sugar, dressed skins, with a variety of manufactured goods. Turkey supplied France, within the 19 years between 1841 and 1859, with 300,000,000f. worth of corn, equal to about 21 per cent. of the entire of the exports from that country during the same period.

## EXPORTS FROM PENANG TO THE UNITED STATES,

FOR THE YEARS 1859 AND 1860.

<i>Articles.</i>	1860.	1859.	<i>Articles.</i>	1860.	1859.
Camphor,.....cases,	....	261	Sugar,.....piculs,	9,051	3,447
Cinnamon,.....piculs,	41	22	Tapioca,.....	3,268	1,480
Cutch.....	6,791	4,066	Tin,.....	22,138	17,370
Gum Benjamin,.....	22	47	Tortoise Shell,.....	1	....
Gutta Percha,.....	103	....	Essential Oil,.....cases,	....	22
Hides,.....	2,648	3,909	Cassia,.....	....	109
Horns,.....	....	11	Tea,.....bxs.,	....	67
India Rubber,.....	3,178	1,521	China,.....piculs,	....	55
Mace,.....	287	244	Wild Cinnamon,.....	....	47½
Nutmegs,.....	2,390	7,556	Fire Crackers,....bxs.,	....	68
Black Pepper,.....	20,627	38,510	Gum Damar,....piculs,	....	5
White Pepper,.....	....	18	Pepper,.....bags,	....	25
Ratan,.....	3,243	2,580	Mace Paste,.....case,	....	1
Rum,.....galls,	....	60	Ratan Chairs,.....No.,	....	8

## TRADE AND NAVIGATION OF FRANCE.

The French Board of Trade returns for the first quarter of this year give the duties on imports at 25,931,000*f.*, against 38,346,000*f.* in the corresponding period in 1860, and 41,991,000*f.* in 1859, showing a considerable falling off, arising from alterations in the tariff, in accordance with the Anglo-French commercial treaty. At the same time, however, there is a considerable increase in the quantities of imported produce and manufactures, such as wines, spirits, cocoa, coffee, grain and flour, cochineal, cotton, oil-seeds, tallow and lard, coal, coke, wool and machinery. The latter has increased in value from 870,290*f.* last year, to 1,643,980*f.* this year; pig iron from England from 62,364 quintals last year, has increased to 164,255 quintals; copper from England from 13,601 quintals last year has increased to 24,518 quintals; lead, zinc, salt, from 87 quintals last year from England, has increased to 5,739 quintals. Sugars, both foreign and colonial, and flax and hemp fabrics.

The exports from France show a falling off this year, as compared with last year, in oxen and sheep, inferior wines, grain, flour, machinery, millinery, porcelain, salt, refined sugar, glass; but there is an increase in woollen fabrics and oil-cake.

The returns relating to shipping give the following results :

## FRENCH VESSELS.

<i>1st quarter.</i>	<i>Inwards.</i>	<i>Outwards.</i>
1861,.....	370,184	318,718
1860,.....	324,941	316,675
1859,.....	343,659	344,416

## FOREIGN VESSELS.

1861,.....	511,666	289,559
1860,.....	511,406	345,984
1859,.....	484,304	363,677

Although foreign trade in France continues to be in a depressed state, the increased receipts of the railway companies indicate an improvement in the home trade. Accounts from St. Dizier mention a brisk demand for cast iron, of which 1,200,000 kilogrammes were disposed of within a

few days. The price, which a short time since was only 121f., rose to 125f. This rise in the present dull season astonishes some parties. The depression in the foreign trade is attributed in a great measure to the civil war in the United States. This assertion is confirmed by the official returns, which show that the exportation of wine to the States has declined during the present year to 63,759 hectolitres from 131,000 hectolitres in the corresponding period of the year 1859; brandy, to 13,428 hectolitres from 50,297; millinery, the value reduced to 112,521f. from 547,862f. The export of silks from France, which in the corresponding period of the year 1859 amounted to 20,719 metrical quintals of 224½ pounds weight, has, during the present year, declined to 15,903. The metrical quintal of silk is worth 10,000f., which makes a diminution of nearly 150,000,000f. in that article alone.

#### THE LINEN TRADE.

EXPORTS OF LINENS FROM THE UNITED KINGDOM FOR THE SIX MONTHS ENDING JULY 30.

To	1859.	1860.	1861.
Hanse Towns,.....yards,	3,583,366	5,154,565	5,560,246
United States,.....	31,170,751	23,815,079	12,059,993
Cuba,.....	5,188,146	4,022,631	4,431,291
St. Thomas,.....	933,044	707,005	1,709,607
Brazil,.....	4,909,415	4,544,674	4,688,841
British West Indies,.....	1,770,583	2,469,916	2,336,941
British East Indies,.....	1,392,850	1,336,577	1,453,331
Australia,.....	1,920,652	2,612,291	2,134,231
Other countries,.....	14,738,163	17,102,190	26,478,059
Total yards,.....	65,606,970	60,764,918	60,852,590

#### CHINA TRADE.

From New-Chwang, the newly-opened port in Manchuria, accounts have been received, describing it as situated in a low, flat, swampy country. The town stands on a creek eight miles from the main river, and eighty from its mouth. It is approached by a very tortuous river, which is full of sand banks. About fifteen miles below New-Chwang, the river forms into two branches, one of which, called Wy-leaou-ho, runs on about 330 miles to Le-mun-tun, a place of great trade. The other branch, called the Le-leaou-ho, goes on to Mard-ka. At Tai-tsze, the Tien-tsin and Shangtung junks load, while those from Ningpo and Shanghai load at Yenke. There is a large junk trade at both these places, which export peas, beans, tobacco, pea-cake, oil and drugs. Yenke is a filthy place of mud huts, built in a swamp, the streets so full of uncleanness that it is difficult to walk about, and nothing is to be seen but poverty and dirt; the country all around is flat, with not a blade of grass to relieve the eye. Cattle, and a few fruits, are procurable with difficulty. Altogether, the prospects of this port are not encouraging.

#### THE TOBACCO TRADE.

The last annual report on foreign commerce from the State Department gives very full and explicit information upon the subject of the

growth, manufacture and consumption of tobacco in foreign countries, where we have also a market for our own tobacco. The low prices of the wine crop for some years, and also the failures of that crop, induced many large owners of vineyards in Germany to convert, at a great expense, their vineyards into tobacco fields, tobacco then bearing a good price. But the last three years have proved good wine years, and the prices of tobacco have been considerably reduced. So the tobacco fields are being turned back into vineyards.

German tobacco has been bought by American speculators and exported to the United States, where it is manufactured into segars and re-exported to Europe as American tobacco. The American traders found after awhile that they were not buying even German tobacco, but beet and turnip leaves, with which it is extensively adulterated. German segars, made partly of beet and turnip leaves, are also exported into the United States and to other countries. Belgium and Holland and the Zollverein are the chief consumers of the beet and turnip-leaf tobacco, and the article stands in the way of the consumption of the pure American tobacco. The quantity of German tobacco now on hand, including the beet and turnip-leaf crops, is represented as immense. It is held back for higher prices. One single house has five hundred quintals of leaves on hand, waiting for a rise in the leaf market.

The American tobacco which is manufactured into snuff is mixed with five per cent. of German tobacco, in consequence of which, all snuff manufactured at Bingen, &c., is subject to a transit duty when exported to Northern Germany. Thus the American tobacco, which has already paid duty, pays duty a second time.

In this report there are fifty consular despatches respecting the tobacco trade of the United States in various parts of the world. The tariffs upon tobacco, and the monopoly regulations concerning it, and laws affecting its price to the consumer, are given in this report with much detail.—*National Intelligencer*.

#### PHILADELPHIA GRAIN MARKET.

	Sept. 28, 1858.	Sept. 28, 1859.	Sept. 28, 1860.	Sept. 28, 1861.
Flour, (extra,)...per bbl.	\$ 5 50	.... \$ 5 50	.... \$ 5 88	.... \$ 5 50
Flour, (superfine,) "	5 37	.... 4 87	.... 5 62	.... 5 25
Rye flour,..... "	4 00	.... 4 00	.... 4 25	.... 3 25
Corn meal,..... "	4 00	.... 3 50	.... 3 50	.... 2 81
Corn, (yellow,)...per bush.	93	....	.... 75	.... 56
Corn, (white,).... "	83	....	.... 73	.... 54½
Oats,..... "	44	.... 40	.... 36	.... 31
Rye,..... "	83	.... 85	.... 80	.... 60
Wheat, (red,).... "	1 30	....	.... 1 33	.... 1 24
Wheat, (white,).. "	1 40	....	.... 1 45	.... 1 35

#### PRICE OF POTATOES FROM 1854 TO 1861.

The following table, carefully prepared for the *American Agriculturist*, by Mr. HENRY B. WALKER, a large dealer in New-York, will be found interesting and useful. The statistics have reference to the best potatoes at wholesale prices; it will be noticed that the price has fallen every year, with but one exception, since 1854:

## AVERAGE PRICE OF POTATOES PER BUSHEL.

	1854.	1855.	1856.	1857.	1858.	1859.	1860.
January, . . . . .	\$ 1 07 ..	\$ 1 22 ..	\$ 0 72 ..	\$ 0 97 ..	\$ 0 91 ..	\$ 0 93 ..	\$ 0 45
February, . . . . .	1 18 ..	1 25 ..	72 ..	1 03 ..	1 00 ..	58 ..	58
March, . . . . .	1 12 ..	1 25 ..	80 ..	1 00 ..	88 ..	95 ..	64
April, . . . . .	1 50 ..	1 43 ..	63 ..	1 35 ..	77 ..	83 ..	55
May, . . . . .	1 44 ..	1 26 ..	60 ..	1 41 ..	58 ..	68 ..	60
June, . . . . .	1 50 ..	1 34 ..	60 ..	1 25 ..	55 ..	70 ..	59
July, . . . . .	1 00 ..	1 00 ..	1 00 ..	62 ..	61 ..	47 ..	63
August, . . . . .	1 50 ..	63 ..	69 ..	64 ..	61 ..	49 ..	52
September, . . . . .	1 22 ..	69 ..	70 ..	83 ..	57 ..	50 ..	63
October, . . . . .	1 00 ..	69 ..	75 ..	83 ..	54 ..	65 ..	45
November, . . . . .	1 89 ..	66 ..	84 ..	96 ..	53 ..	60 ..	64
December, . . . . .	1 02 ..	65 ..	94 ..	95 ..	55 ..	45 ..	63
Average, . . . . .	\$ 1 22 ..	\$ 1 01 ..	\$ 0 75 ..	\$ 1 00 ..	\$ 0 72 ..	\$ 0 59 ..	\$ 0 56

## BANGOR LUMBER MARKET.

Amount of lumber surveyed from January 1st to September 1st, 1861, compared with the amount surveyed during the same period in 1859 and 1860 :

	1859.		1860.		1861.
Green pine, . . . . .feet,	36,500,687	....	32,421,759	....	20,058,281
Dry pine, . . . . .	6,957,048	....	6,910,215	....	5,269,408
Spruce, . . . . .	50,778,315	....	60,671,908	....	43,770,971
Hemlock, &c., . . . . .	11,148,414	....	12,264,641	....	7,506,969
Total, . . . . .	105,384,464	....	112,568,523	....	76,605,559

## LAKE RECEIPTS OF BREADSTUFFS.

The total receipts of flour, wheat and corn, (flour reduced to wheat,) at the four leading ports, for the week ending September 21st, and since 1st January last, were as follows :

	Week ending Sept. 21.	Since Jan. 1.
Chicago, . . . . .bushels,	1,702,907	37,679,895
Toledo, . . . . .	918,783	10,881,914
Milwaukie, . . . . .	559,640	9,790,671
Detroit, . . . . .	250,992	4,886,758

## BREADSTUFFS IN FRANCE.

The last important movement is thus announced under official caption in the *Moniteur*: "From the 15th of the present month (October) till the 30th of September, 1862, the cargoes of grain and flour, rice, potatoes or dry vegetables, carried on rivers and canals, not conceded to public companies, will be exempted from all internal navigation dues levied by the State. The same exemption will be extended to the dues levied on canals that have been so conceded, and which may be re-purchased, under the authority of the laws of the 28th of July and the 1st of August, 1860. Foreign vessels may, till the same date, and under the same conditions as French vessels, navigate all the rivers and canals of France exempt from these dues, wherever their cargoes may have been grown, provided they consist of grain and cereals, as specified in the former article."

## COMMERCIAL CHRONICLE AND REVIEW.

PROGRESS OF BUSINESS—IMPORTS—EXPORTS—DOMESTIC PRODUCE—DRY GOODS TRADE—CUSTOM-HOUSE REVENUE—LARGER PORTION OF BREADSTUFFS—TABLE OF EXPORTS—GRAIN AT THE WEST—GRAIN FOR FREIGHTS—BANK LOANS—RATES OF EXCHANGE—ADVANCE IN RAIL-ROAD FREIGHTS—INCREASE OF CANAL TOLLS—TELEGRAPH COMMUNICATION—IMPORTS AND STOCKS OF SUGAR AND COFFER—TREASURY LOAN—THE BANKING MOVEMENT—CLEARING-HOUSE FOR EIGHT YEARS.

GREAT activity has prevailed during the month in shipping at this port. The foreign demand for breadstuffs has given an impulse to prices and to freights. The canals and rail-roads are overburdened with freight for the Atlantic ports, at prices more remunerative than hitherto.

*Tide-Water Receipts.*—The receipts at tide-water of flour, wheat, corn and barley, for the years 1860 and 1861, have been as follows :

<i>Nine Months.</i>	<i>Flour.</i> bbls.	<i>Wheat.</i> bushels.	<i>Corn.</i> bushels.	<i>Barley.</i> bushels.
1860,.....	739,100 ..	10,393,600 ..	12,020,900 ..	942,800 ..
1861,.....	871,700 ..	18,174,000 ..	16,673,200 ..	522,300 ..
Increase, 1861,...	132,600 ..	7,780,400 ..	4,652,300 ..	Dec. 420,500

Reducing the wheat to flour, the excess in the receipts of 1861 is equal to 1,688,680 barrels of flour.

The receipts at tide-water of the principal articles of produce, from the opening of the canals to and including October 14th, have been as follows :

	<b>1859.</b> <i>April 15.</i>	<b>1860.</b> <i>April 25.</i>	<b>1861.</b> <i>May 1.</i>
CANAL OPEN,.....	bbls.,	bushels,	bushels,
Flour, .....	360,000 ..	739,100 ..	871,700 ..
Wheat, .....	1,745,100 ..	10,393,600 ..	18,174,000 ..
Corn, .....	2,379,000 ..	12,020,900 ..	16,673,200 ..
Barley, .....	670,900 ..	942,800 ..	522,300 ..
Rye, .....	176,700 ..	213,800 ..	536,200 ..
Oats, .....	3,425,500 ..	4,758,800 ..	3,806,100 ..

The rail-roads and canals have been tested, during the last two months, to their utmost capacity. The following is the new tariff of the roads from Chicago on East-bound freights, which took effect this month :

CHICAGO TO	<i>4th class.</i>	<i>Flour in lots, fifty bbls. and over.</i>	Wood.
Suspension Bridge, N. Y., rail,.....	\$ 0 45 ..	\$ 0 90 ..	\$ 0 90
Buffalo, N. Y., rail, .....	0 45 ..	0 90 ..	0 90
“ “ lake, .....	0 40 ..	0 80 ..	0 75
Albany and Troy, N. Y., rail,.....	0 87½ ..	1 75 ..	1 50
Albany, lake, .....	0 82½ ..	1 65 ..	1 45
New-York, rail, .....	0 90½ ..	1 85 ..	1 60
“ “ lake,.....	0 87½ ..	1 75 ..	1 45
Boston, <i>via</i> Albany, rail, .....	0 97½ ..	1 95 ..	1 70
“ “ “ lake,.....	0 92½ ..	1 85 ..	1 50
“ “ Grand Trunk, rail, .....	0 97½ ..	1 95 ..	1 75
Portland, rail,.....	0 97½ ..	1 95 ..	1 75
Pittsburg, Pa., rail, .....	0 43 ..	0 85 ..	0 90
“ “ lake,.....	0 40 ..	0 80 ..	0 88
Philadelphia, Pa., rail, .....	0 87½ ..	1 75 ..	1 50
“ “ lake,.....	0 82½ ..	1 65 ..	1 35

The increased business on the New-York State canals is shown in the fact that the tolls have increased twenty-five per cent. compared with last year, viz. :

April 25 to October 14, 1860.....	\$2,284,084
May 1 to October 14, 1861.....	2,845,572

According to the official returns, the foreign imports, of all descriptions, landed at the port of New-York during the month of September, were but a little over seven millions of dollars, of which one and a quarter million were specie; so that the total imports for the month, in produce and merchandise, were but six millions of dollars, against sixteen millions for the same month in each of the last two years :

## FOREIGN IMPORTS AT NEW-YORK IN SEPTEMBER.

ENTERED.	1858.	1859.	1860.	1861.
For consumption..	\$11,180,523 ..	\$12,470,440 ..	\$11,516,137 ..	\$3,106,298
For warehousing...	2,900,700 ..	2,177,966 ..	2,835,734 ..	1,390,766
Free goods,.....	1,253,829 ..	1,810,626 ..	2,652,332 ..	1,577,385
Specie and bullion,	138,243 ..	184,553 ..	255,695 ..	1,231,012
Total entered,...	\$15,473,295 ..	\$16,643,585 ..	\$16,260,450 ..	\$7,305,461
Withdrawn,.....	2,905,062 ..	2,898,441 ..	4,007,272 ..	2,938,464

This decline has excited surprise, since it is unprecedented in the history of the trade. The imports of specie from foreign ports, since January 1st, are a little over thirty-five millions. If this be deducted from the total imports, the aggregate of merchandise and produce received for nine months will fall below one hundred millions, which is but little over half the corresponding total in the last two years. We annex a comparative summary for the nine months ending October 1st :

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

ENTERED.	1858.	1859.	1860.	1861.
For consumption,...	\$76,582,434 ..	\$144,397,670 ..	\$129,786,408 ..	\$41,657,913
For warehousing,...	20,232,150 ..	28,351,768 ..	32,395,925 ..	34,492,899
Free goods,.....	16,552,095 ..	23,160,678 ..	21,469,063 ..	23,651,574
Specie and bullion,	2,021,173 ..	1,834,054 ..	1,147,633 ..	35,186,730
Total entered,...	\$115,387,852 ..	\$197,744,170 ..	\$184,799,029 ..	\$134,989,116
Withdrawn,.....	31,097,577 ..	20,305,309 ..	24,090,639 ..	31,549,666

This decline is a marked one throughout the year, although it is greatest for the last quarter. We have compiled a quarterly summary, leaving out the imports of specie, which have been insignificant in former seasons :

## QUARTERLY STATEMENT OF FOREIGN IMPORTS AT NEW-YORK, FROM JANUARY 1ST.

	1858.	1859.	1860.	1861.
First quarter,.....	\$29,044,464 ..	\$59,116,788 ..	\$64,702,778 ..	\$46,290,767
Second quarter,...	32,740,170 ..	70,048,086 ..	53,025,238 ..	31,658,441
Third quarter,....	53,603,218 ..	68,579,296 ..	67,081,000 ..	21,853,178
Total, 9 months,	\$115,387,852 ..	\$197,744,170 ..	\$184,809,016 ..	\$99,802,386

The importations of foreign dry goods at New-York for the month of September were less than two millions, the bulk being in woollen goods, wanted for fall and winter consumption; the total goods on the market being only \$3,403,976, or less than half what it was in the month of September, 1860. The stocks in warehouse are now much reduced, and also the stocks in first and second hands in the market.

## IMPORTS OF FOREIGN DRY GOODS AT NEW-YORK FOR THE MONTH OF SEPTEMBER.

*Entered for Consumption.*

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, .....	\$ 1,910,232 ..	\$ 2,005,381 ..	\$ 2,431,129 ..	\$ 943,070
Cotton, .....	881,692 ..	862,065 ..	746,431 ..	194,273
Silk, .....	2,077,703 ..	1,998,329 ..	2,039,271 ..	375,830
Flax, .....	404,768 ..	614,930 ..	544,315 ..	145,788
Miscellaneous, ....	301,912 ..	518,268 ..	512,969 ..	98,237
Total, .....	\$ 5,576,307 ..	\$ 5,990,973 ..	\$ 6,274,115 ..	\$ 1,757,198

*Withdrawn from Warehouse.*

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, .....	\$ 484,900 ..	\$ 317,469 ..	\$ 451,803 ..	\$ 826,357
Cotton, .....	128,765 ..	96,581 ..	161,113 ..	209,492
Silk, .....	178,456 ..	76,672 ..	134,334 ..	423,973
Flax, .....	121,410 ..	109,614 ..	76,925 ..	155,800
Miscellaneous, ....	107,745 ..	40,596 ..	51,458 ..	31,156
Total, .....	\$ 1,021,276 ..	\$ 640,932 ..	\$ 875,633 ..	\$ 1,646,778
For consumption, ..	5,576,307 ..	5,990,973 ..	6,274,115 ..	1,757,198
Total on market,	\$ 6,597,583 ..	\$ 6,631,905 ..	\$ 7,149,748 ..	\$ 3,403,976

*Entered for Warehousing.*

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, .....	\$ 178,150 ..	\$ 185,812 ..	\$ 160,150 ..	\$ 144,823
Cotton, .....	100,492 ..	115,460 ..	176,704 ..	61,368
Silk, .....	44,416 ..	67,446 ..	46,468 ..	99,324
Flax, .....	79,043 ..	130,088 ..	48,329 ..	19,957
Miscellaneous, ....	46,607 ..	38,287 ..	34,419 ..	19,394
Total, .....	\$ 448,708 ..	\$ 537,093 ..	\$ 466,070 ..	\$ 344,866
For consumption, ..	5,576,307 ..	5,990,973 ..	6,274,115 ..	1,757,198
Entered at port,	\$ 6,025,015 ..	\$ 6,528,066 ..	\$ 6,740,185 ..	\$ 2,102,064

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

*Entered for Consumption.*

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, .....	\$ 13,890,836 ..	\$ 28,375,357 ..	\$ 26,379,832 ..	\$ 7,235,754
Cotton, .....	7,557,996 ..	18,866,286 ..	12,653,087 ..	2,844,499
Silk, .....	14,459,562 ..	27,476,406 ..	28,530,675 ..	7,370,310
Flax, .....	3,359,963 ..	8,089,840 ..	5,428,610 ..	1,517,549
Miscellaneous, ....	2,698,170 ..	4,695,304 ..	4,815,331 ..	1,738,588
Total, .....	\$ 41,966,527 ..	\$ 87,503,193 ..	\$ 77,807,535 ..	\$ 20,706,700

*Withdrawn from Warehouse.*

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, .....	\$ 4,003,246 ..	\$ 2,578,390 ..	\$ 2,869,485 ..	\$ 5,390,458
Cotton, .....	3,280,663 ..	1,404,902 ..	2,248,651 ..	3,748,918
Silk, .....	3,065,465 ..	796,003 ..	1,423,510 ..	4,381,136
Flax, .....	1,868,026 ..	880,313 ..	729,296 ..	1,576,928
Miscellaneous, ....	1,136,379 ..	354,466 ..	501,240 ..	693,767
Total, .....	\$ 13,353,779 ..	\$ 6,014,074 ..	\$ 7,772,182 ..	\$ 15,791,207
For consumption, ..	41,966,527 ..	87,503,193 ..	77,807,535 ..	20,706,700
Total on market,	\$ 55,320,306 ..	\$ 93,517,267 ..	\$ 85,579,717 ..	\$ 36,497,907

## Entered for Warehousing.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, .....	\$ 1,909,642 ..	\$ 2,886,053 ..	\$ 2,922,210 ..	\$ 5,577,828
Cotton, .....	1,648,030 ..	1,264,009 ..	2,139,212 ..	3,730,936
Silk, .....	1,032,557 ..	734,493 ..	1,312,614 ..	4,912,349
Flax, .....	728,273 ..	689,330 ..	410,382 ..	1,359,351
Miscellaneous, ....	483,884 ..	380,879 ..	499,993 ..	866,839
Total, .....	\$ 5,802,386 ..	\$ 5,954,764 ..	\$ 7,284,411 ..	\$ 16,477,303
For consumption, ..	41,966,527 ..	87,503,193 ..	77,807,535 ..	20,706,700
Entered at port,	\$47,768,913 ..	\$93,457,957 ..	\$85,091,946 ..	\$37,184,003

The contrast for the nine months ending 1st October is still stronger, the importation of dry goods being about one-fourth the amount reported for 1859 or 1860; but the quantities withdrawn from warehouse and placed upon the market are more than double those of the nine months of 1860, thus making the total upon the market thirty-six millions, or forty-three per cent. of last year, and only thirty-nine per cent. of 1859.

The Custom-House revenue has fallen off, relatively, on the one hand, by the greater proportion of free goods landed to take advantage of the old tariff, and increased, on the other hand, by the higher rates of duty, as fixed by the tariff act of August 5, 1861, and the greater total withdrawn from warehouse. Included in the receipts from customs in September were \$1,449,096 of Treasury Notes, or nearly seven-eighths of the whole amount. Of the duties since 1st January, \$7,487,997, or nearly half, were paid in these government obligations. The payments in these notes are about over, as the Treasury now receives them at par for subscriptions to the new loan, and the duties will hereafter mostly be paid in specie. The cash duties received at New-York for the nine months were as follow:

## CASH DUTIES RECEIVED AT NEW-YORK FOR NINE MONTHS.

	1858.	1859.	1860.	1861.
First six months, ..	\$ 11,089,112 ..	\$ 19,912,181 ..	\$ 18,339,679 ..	\$ 10,585,335
In July, .....	3,387,305 ..	4,851,246 ..	4,504,066 ..	2,069,591
In August, .....	3,545,119 ..	4,243,010 ..	4,496,243 ..	1,558,824
In September, ....	2,672,935 ..	2,908,509 ..	3,038,803 ..	1,642,382
Total, 9 months,	\$ 20,694,472 ..	\$ 31,514,949 ..	\$ 30,378,781 ..	\$ 15,856,132

The exports for September have been very large. The corresponding total last year (*i. e.*, the exports for September, 1860) was larger, exclusive of specie, than the total for any previous month of any year since New-York was settled. The advices from Europe serve to show that the export trade for the remainder of the year will be quite as heavy. It will be seen that the shipments of specie for the last month hardly amount to a noticeable item:

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

	1858.	1859.	1860.	1861.
Domestic produce,	\$ 3,521,992 ..	\$ 4,946,612 ..	\$ 9,232,931 ..	\$ 9,877,909
For. mdse., (free), ..	169,863 ..	188,072 ..	46,620 ..	30,013
For. mdse., (dut.), ..	204,390 ..	635,132 ..	620,394 ..	264,168
Specie and bullion,	3,239,591 ..	8,267,681 ..	3,758,734 ..	15,756
Total exports, ..	\$ 7,135,836 ..	\$ 14,037,497 ..	\$ 13,658,679 ..	\$ 10,187,846
Total, ex. specie,	3,896,245 ..	5,769,816 ..	9,899,945 ..	10,172,092

The exports, exclusive of specie, since January 1st, 1861, are ninety-six millions, against sixty-nine millions for the same period of last year, and forty-nine millions for the same time in 1859. We annex a comparative summary :

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

	1858.	1859.	1860.	1861.
Domestic produce,	\$41,534,618 ..	\$43,470,969 ..	\$63,527,320 ..	\$90,560,438
For. mdse., (free,.)..	1,125,561 ..	2,327,879 ..	1,983,127 ..	1,976,632
For. mdse., (dut.,) ..	2,986,672 ..	3,447,668 ..	4,136,725 ..	4,140,079
Specie and bullion,	20,602,848 ..	57,926,455 ..	39,357,284 ..	3,279,814
Total exports, ..	\$66,249,699 ..	\$107,172,971 ..	\$109,004,456 ..	\$99,956,963
Total, ex. specie,	45,646,851 ..	49,246,561 ..	69,647,172 ..	96,777,149

These heavy exports are made up largely of corn, (8,613,811 bushels,) wheat, (over seventeen million bushels,) and of flour (two million barrels.) Provisions, too, form a very important part of the aggregates. Cut meats have been shipped this year to the extent of three times that of 1860, and eight times that of the corresponding period of 1859.

*Receipts of Produce.*—We have compiled our usual monthly summary of the movements of produce at the port of New-York. The receipts show a large increase in flour, an immense gain in the arrivals of wheat and corn, and a considerable increase, also, in meat provisions. There is, for obvious reasons, a decrease in the supply of cotton and naval stores. The following will show the comparative receipts during the first nine months in each of the last four years :

*Receipts of Certain Articles of Produce at the Port of New-York for the first Nine Months of the Years 1858—1861.*

	1858.	1859.	1860.	1861.
Ashes,.....bbls.,	13,962 ..	17,855 ..	18,351 ..	16,092
Breadstuffs:				
Wheat flour,..... "	2,695,656 ..	1,621,732 ..	2,162,667 ..	2,933,329
Corn meal,..... "	69,797 ..	6,490 ..	86,401 ..	71,815
Wheat,.....bushels,	2,716,488 ..	1,204,541 ..	8,361,821 ..	15,752,583
Rye,..... "	238,033 ..	126,417 ..	142,552 ..	465,662
Oats,..... "	1,463,785 ..	2,255,585 ..	2,957,886 ..	2,628,509
Barley,..... "	72,203 ..	468,662 ..	421,180 ..	808,091
Corn,..... "	6,295,038 ..	2,160,723 ..	9,433,165 ..	13,470,107
Cotton,.....bales,	307,250 ..	317,082 ..	331,286 ..	242,094
Naval stores:				
Crude turpentine, ..bbls.,	82,515 ..	71,490 ..	45,581 ..	32,254
Spirits " .. "	111,925 ..	116,196 ..	119,972 ..	45,081
Rosin,..... "	430,750 ..	586,834 ..	526,276 ..	193,334
Tar,..... "	29,172 ..	31,156 ..	42,759 ..	48,467
Pitch,..... "	3,270 ..	2,667 ..	5,585 ..	2,137
Provisions:				
Pork,.....pkgs.,	123,762 ..	136,557 ..	73,340 ..	89,908
Beef,..... "	34,632 ..	46,900 ..	29,868 ..	23,285
Cut meats,..... "	76,758 ..	55,206 ..	47,001 ..	72,479
Butter,..... "	258,191 ..	182,023 ..	256,683 ..	265,923
Cheese,..... "	250,769 ..	253,938 ..	428,532 ..	396,719
Lard, .....	80,141 ..	57,292 ..	42,517 ..	81,907
" .....	.....	18,970 ..	24,514 ..	35,887
Whiskey,.....bbls.,	106,991 ..	81,801 ..	140,154 ..	213,308

*Exports of Certain Leading Articles of Domestic Produce from New-York to Foreign Ports for the first Nine Months of the Year.*

	1858.	1859.	1860.	1861.
Ashes, pots,.....bbls.,	9,834 ..	11,667 ..	12,016 ..	11,375
“ pearls,..... “	1,368 ..	1,611 ..	2,740 ..	2,560
Beeswax,.....lbs.,	162,646 ..	143,017 ..	179,669 ..	195,464
<b>Breadstuffs:</b>				
Wheat flour,.....bbls.,	1,139,621 ..	533,464 ..	1,188,577 ..	1,980,834
Rye flour,..... “	5,434 ..	4,287 ..	6,469 ..	8,953
Corn meal,..... “	51,980 ..	62,257 ..	72,889 ..	86,171
Wheat,.....bushels.	3,017,653 ..	33,761 ..	6,672,002 ..	17,152,838
Rye,..... “	12,487 ..	.....	100 ..	450,188
Oats,..... “	27,961 ..	9,208 ..	101,624 ..	145,832
Barley,..... “	.....	6,550 ..	8,280 ..	1,000
Corn,..... “	1,335,662 ..	168,748 ..	2,137,552 ..	8,613,811
Candles, mould,.....boxes,	43,763 ..	39,733 ..	46,734 ..	53,361
“ sperm,..... “	5,942 ..	9,805 ..	15,442 ..	10,862
Coal,.....tons,	19,413 ..	49,876 ..	27,941 ..	22,723
Cotton,.....bales,	109,453 ..	149,011 ..	135,096 ..	151,334
Hay,..... “	24,258 ..	22,822 ..	16,671 ..	13,380
Hops,..... “	1,889 ..	185 ..	6,688 ..	22,142
<b>Naval stores:</b>				
Crude turpentine,.....bbls.,	72,473 ..	65,512 ..	43,790 ..	21,565
Spirits “ “	52,052 ..	55,511 ..	55,597 ..	18,714
Rosin,..... “	347,385 ..	457,013 ..	406,222 ..	189,166
Tar,..... “	9,552 ..	21,442 ..	20,087 ..	25,704
Pitch,..... “	3,943 ..	4,913 ..	5,013 ..	2,504
<b>Oils:</b>				
Whale,.....gallons,	324,328 ..	141,914 ..	248,171 ..	674,542
Sperm,..... “	863,370 ..	1,142,429 ..	955,729 ..	865,501
Lard,..... “	24,296 ..	31,797 ..	47,745 ..	92,860
Linseed,..... “	32,358 ..	23,279 ..	29,434 ..	30,137
<b>Provisions:</b>				
Pork,.....bbls.,	62,180 ..	107,587 ..	72,955 ..	82,721
Beef,..... “	60,473 ..	79,976 ..	30,431 ..	23,048
“ “ tierces,	.....	.....	49,309 ..	24,673
Cut meats,.....lbs.,	15,148,043 ..	5,035,550 ..	13,989,922 ..	41,593,266
Butter,..... “	1,378,790 ..	2,083,874 ..	7,328,025 ..	10,843,257
Cheese,..... “	4,009,321 ..	4,786,741 ..	16,427,494 ..	21,810,952
Lard,..... “	9,940,119 ..	8,185,183 ..	15,244,519 ..	33,308,298
Rice,.....tierces,	32,209 ..	31,199 ..	20,818 ..	15,911
“ “ bbls.,	.....	.....	22,696 ..	14,628
Tallow,.....lbs.,	1,111,190 ..	1,937,378 ..	9,930,606 ..	18,347,036
Tobacco, crude,.....pkgs.,	46,793 ..	52,540 ..	65,586 ..	79,684
“ manuf,.....lbs.,	3,419,750 ..	4,312,791 ..	5,261,159 ..	2,772,571
Whalebone,..... “	926,159 ..	1,483,193 ..	555,391 ..	751,163

The importations of coffee since the passage of the tariff bill have been materially below the average, viz.:

	1858.	1859.	1860.	1861.
New-York,.....tons,	30,021 ..	34,633 ..	22,028 ..	40,029
Boston,..... “	5,006 ..	5,739 ..	3,697 ..	3,111
Philadelphia,..... “	7,002 ..	10,404 ..	4,857 ..	6,065
Baltimore,..... “	9,844 ..	13,099 ..	7,897 ..	9,137
New-Orleans,..... “	13,867 ..	18,463 ..	12,795 ..	9,620
<hr/>				
Nine mos.,.....tons,	65,740 ..	82,338 ..	51,274 ..	67,962
Three mos.,..... “	32,782 ..	21,932 ..	25,243 ..	.....
<hr/>				
Twelve mos.,.....tons,	98,522 ..	104,270 ..	76,517 ..	.....
Monthly average,..... “	8,210 ..	8,688 ..	6,376 ..	5,663

The stock of coffee at New-York on the 1st October was less than the average monthly imports of the year 1858 or 1859, viz. :

*Stock of Coffee at the five principal Ports of the United States of America on the 1st of October, 1858—1861.*

STOCK IN	TOTAL TONS.			
	1858.	1859.	1860.	1861.
New-York,..... tons,	1,670	6,465	866	7,140
Boston,..... "	250	835	303	985
Philadelphia,..... "	686	296	71	49
Baltimore,..... "	755	2,123	193	1,571
New-Orleans,..... "	2,500	1,786	1,286	none.
Total 1st October,.....	5,861	11,505	2,719	9,745
Increase,.....				4,138

European ports have five-fold the stock that our ports have.

*Stocks of Coffee in the six principal Depots of Europe, up to 1st September.*

STOCK 1ST SEPTEMBER.	1858.	1859.	1860.	1861.	Average.
In Holland,..... tons,	48,950	41,550	31,500	22,150	36,037
Antwerp,..... "	3,650	2,700	2,450	2,600	2,850
Hamburg,..... "	8,750	6,750	4,000	9,000	7,125
Trieste,..... "	3,700	1,800	1,850	3,300	2,662
Havre,..... "	2,800	4,550	5,450	7,250	5,012
Great Britain, .. "	11,900	7,900	7,750	7,400	8,738
Total Sept. 1st, .. tons,	79,750	65,250	53,000	51,700	62,424

The stock of sugar in New-York on the first of October, 1861, was about one-half what it was at the same date in 1860. The new tariff of August, 1861, has reduced the importations to a low figure. We find that the importations of sugar for nine months of the year 1861, compared with three previous years, are as follow :

	1858.	1859.	1860.	1861.
New-York,..... tons,	177,996	189,629	224,345	180,882
Boston,..... "	29,561	28,968	42,385	26,802
Philadelphia,..... "	22,464	29,253	29,286	18,895
Baltimore,..... "	21,127	19,925	28,309	10,746
9 mos.,..... tons,	251,148	267,775	324,325	237,325
3 mos.,..... "	29,916	27,654	40,138	.....
12 mos.,..... "	281,064	295,429	364,463	.....

In the leading ports of Europe the stock, on 1st September, was four times that of the United States, (from E. H. MORING'S N. Y. Circular,) viz. :

*Stocks of Sugar in the six principal Depots of Europe, up to 1st September.*

	1858.	1859.	1860.	1861.	Average.
In Holland,..... tons,	16,000	13,500	12,000	23,500	16,250
Antwerp,..... "	1,600	2,700	600	2,700	1,900
Hamburg,..... "	2,400	4,000	6,000	7,750	5,037
Trieste,..... "	5,550	5,500	2,550	1,600	3,800
Havre,..... "	850	8,950	5,450	8,650	5,975
Great Britain,..... "	110,150	113,350	120,700	141,150	121,337
Total, Sept. 1st,..... tons,	136,550	148,000	147,300	185,350	154,299
United States,..... "	40,517	55,912	89,458	42,377	.....

The stock on hand in New-York, on 1st October, was only 32,820 tons, or about equal to the average of forty-five days' imports, and about one-half what it was in October, in 1860, viz. :

*Stock of Sugar on hand at four Principal Ports, October 1st.*

STOCK IN	TOTAL TONS.			
	1858.	1859.	1860.	1861.
New-York, .....	29,508 ..	42,395 ..	61,427 ..	32,820
Boston, .....	5,344 ..	6,563 ..	14,423 ..	7,126
Philadelphia, .....	2,380 ..	3,784 ..	4,466 ..	80
Baltimore, .....	3,285 ..	3,170 ..	9,142 ..	2,351
Total, 1st October, .....	40,517 ..	55,912 ..	89,458 ..	42,377
“ 1st September, .....	46,749 ..	78,289 ..	109,106 ..	63,557
Decrease, .....	6,232 ..	22,377 ..	19,648 ..	21,180

One of the most interesting items of the month is the completion of the telegraphic line of communication from New-York City to Salt Lake City, *via* St. Louis. The first message was published at New-York on Saturday, October 19th, dated Salt Lake City, October 18th. The line from the latter city to San Francisco, was completed on the 24th of October; thus giving us a direct communication between the Atlantic and the Pacific.

Measures have been taken by the Russian government to extend the telegraphic line from Moscow, eastwardly, to the mouth of the Amoor. Of this line, some fifteen hundred miles have been completed. From the Amoor, the line will be further extended through Asiatic Russia to Behring's Straits; thence across to Russian America, where a connection will be formed with the British territory, and to the extreme northern point of the United States on the Pacific, and thence to San Francisco; thus giving, at an early day, a complete telegraphic communication from New-York, westwardly, to Asia, and to Russia in Europe and to other portions of the European continent.

We reported in our September number, (page 331,) that the banks of New-York, Philadelphia and Boston had agreed in convention to take the new loan of the general government to the extent of fifty millions of dollars, with the option of taking fifty millions further on the 15th of October, and fifty millions on the 15th of December. The first subscription of fifty millions was allotted as follows, showing the capital and specie of the banks of the three cities, August 17 :

	No. of Banks.	Aggregate Capital.	Loan allotted.	Specie.
New-York, .....	54 ..	\$ 69,900,000 ..	\$ 35,000,000 ..	\$ 49,733,000
Boston, .....	46 ..	38,000,000 ..	10,000,000 ..	7,000,000
Philadelphia, .....	19 ..	11,811,000 ..	5,000,000 ..	6,400,000

The effect of this upon the New-York banks was to increase the loans from 108 millions, as reported on the 17th August, to a weekly average of 137 millions on the 24th, the specie funds becoming reduced thereafter according to the instalments drawn for by the treasury. The changes in the aggregate movements of the banks are indicated in the following table of loans, specie, circulation, deposits and exchanges, at the beginning of each month, since January last :

1861.	Loans.	Specie.	Circulation.	Deposits.	Weekly Clearings.	Sub-Treasury.
Jan. 5,	\$ 129,625,465	\$ 24,839,475	\$ 8,698,283	\$ 86,454,430	\$ 95,994,868	\$ 3,645,500
Feb. 2,	121,907,024	31,054,509	8,099,376	87,879,743	122,138,525	4,328,000
Mch. 2,	121,893,963	34,480,407	8,290,755	89,635,298	126,728,832	9,166,030
Apl. 6,	122,113,496	41,705,558	8,930,141	94,859,810	123,277,671	8,486,494
May 4,	124,610,166	38,054,254	9,296,399	94,977,381	106,413,316	9,761,752
June 1,	118,290,181	37,502,402	8,683,780	90,197,459	88,847,249	11,468,789
July 6,	112,134,668	45,630,025	8,862,799	90,579,753	88,313,230	4,616,620
Aug. 3,	111,719,111	46,226,181	8,585,574	92,229,384	81,415,525	6,738,059
Aug. 17,	108,717,434	49,733,990	8,521,426	92,046,308	80,172,670	4,380,239
Sept. 7,	139,158,230	41,887,230	8,890,581	114,091,061	89,058,896	13,094,909
Sept. 14,	136,565,624	37,529,412	8,792,620	106,760,876	95,611,078	14,293,222
Sept. 28,	126,128,326	38,123,552	8,638,780	96,551,898	85,685,514	13,103,484
Oct. 5,	148,545,488	39,809,901	8,884,056	120,607,549	110,687,377	10,629,098
Oct. 12,	156,318,914	41,139,606	8,733,090	129,188,487	113,981,352	10,802,803
Oct. 19,	151,828,438	42,282,884	8,583,673	126,433,063	122,803,544	9,508,649

The receipts and shipments of wheat at Milwaukie last week were the largest ever known for a single week at that city, amounting to more than six hundred thousand bushels received, and over a million bushels forwarded. The receipts were, for the year :

	Flour. bbls.	Wheat. bush.	Oats. bush.	Corn. bush.	Barley. bush.	Rye. bush.
Total since Jan. 1,	376,181 ..	10,615,559 ..	70,118 ..	81,858 ..	35,429 ..	62,285
Same time in 1860,	107,860 ..	6,093,329 ..	148,864 ..	107,355 ..	64,253 ..	34,234
Same time in 1859,	142,871 ..	3,314,290 ..	201,236 ..	137,450 ..	101,178 ..	9,554

Shipments of flour and wheat from January 1st to October 19th, in the years 1860 and 1861, compare as follow :

1860,.....	flour, bbls.	287,550	wheat, bush.	4,794,815
1861,.....		530,380		10,694,586
Increase,.....		242,630		5,898,771

The annual meeting of the Clearing-House Association of the banks of this city was held October 15th, when THOMAS TILESTON was re-elected Chairman, and WILLIAM B. MEKER, Secretary. The following committee was elected and appointed :

*Clearing-House Committee.*—J. D. VERMILYE, GEORGE S. COE, J. M. MORRISON, E. D. BROWN and J. M. PRICE.

*Committee on Conference.*—JAMES GALLATIN, JACOB CAMPBELL, JR., GEORGE W. DUER, A. S. FRASER and R. H. HAYDOCK.

*Committee on Admissions.*—D. R. MARTIN, C. F. HUNTER, H. BLYDENBURG, J. Q. JONES and M. M. FREEMAN.

*Committee on Arbitration.*—H. H. JACQUES, JOHN THOMPSON, J. W. DUER, W. L. JENKINS and F. A. PLATT.

Mr. G. D. LYMAN was re-appointed manager.

CLEARING-HOUSE TRANSACTIONS FROM OCTOBER 11, 1853, TO OCTOBER 1, 1861.

	Aggregate balances.	Aggregate exchanges.
1853-4,.....	\$ 297,411,493 69	\$ 5,750,455,987 06
1854-5,.....	289,694,137 14	5,362,912,098 33
1855-6,.....	334,714,489 33	6,906,213,328 47
1856-7,.....	365,313,901 69	8,333,226,718 06
1857-8,.....	314,238,910 60	4,756,664,386 09
1858-9,.....	363,984,682 56	6,448,005,956 01
1859-60,.....	308,693,438 37	7,231,143,056 69
1860-61,.....	353,383,944 41	5,915,742,758 05
	\$ 2,627,434,997 79	\$ 50,704,365,288 81
Total transactions for eight years,.....		53,331,799,286 60

## FOREIGN CORRESPONDENCE

OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW.

LONDON, *October 5th*, 1861.

WHILE the Bank of France and its branches have felt the necessity of curtailing their loans on commercial paper, owing to the drain of gold from the country, the Bank of England pursues an opposite policy, by reducing the minimum rate of discount.

From the 16th of May to the 1st of August the Bank of England rate stood at 6 per cent.; at the latter date it was reduced to 5 per cent.; on the 15th of August, to 4½, and on the 29th to 4 per cent. On the 19th September a further reduction to 3½ per cent. was made.

On the 26th of September the Bank of France advanced their rate of discount from 5 per cent., at which it had stood since the 22d of March, to 5½ per cent. This movement was partly anticipated, a belief having been entertained in Paris during the previous week that an increased demand for money would soon be felt from the continued grain purchases.

On Tuesday, October 1st, the Bank of France raised the rate of discount to 6 per cent., the former rise, on the 26th ult., not having been found effectual in arresting the efflux of bullion. Advices from Paris state that the condition of the *Bourse* on the 2d was such as has not been paralleled for many years. The uncertainty and agitation were extreme, and at one time it was almost impossible to transact business. This was, in part, produced by the Bank of France having borrowed, till the next settlement at the end of the month, an amount equal to about a million sterling, upon French *rentes*, at the rate of 5½ per cent. per annum. The scarcity of money thus produced caused the general terms for carrying on transactions from account to account to advance, until between 8 and 10 per cent. were the *minimum* rates.

The following is an abstract of the gross revenue of the United Kingdom in the year and quarter ending September 30, 1861, compared with the corresponding periods of the preceding year :

	QUARTER ENDING SEPT. 30.		YEAR ENDING SEPT. 30.	
	1860.	1861.	1860.	1861.
Customs, .....	£ 5,888,000	.. £ 5,982,000	.. £ 23,396,395	.. £ 23,488,000
Excise, .....	5,089,000	.. 4,221,000	.. 20,070,000	.. 18,624,000
Stamps, .....	2,053,000	.. 2,013,000	.. 8,267,258	.. 8,426,170
Taxes, .....	166,000	.. 160,000	.. 3,257,000	.. 3,130,000
Property tax, ....	2,281,000	.. 991,000	.. 10,309,816	.. 11,133,000
Post-office, .....	800,000	.. 870,000	.. 3,370,000	.. 3,470,000
Crown lands, .....	65,568	.. 66,479	.. 289,568	.. 292,479
Miscellaneous, ....	315,598	.. 297,753	.. 1,849,940	.. 1,242,511
Total income, ..	£ 16,658,166	.. £ 14,601,232	.. £ 70,809,977	.. £ 69,806,160

Subjoined are the imports of wheat and flour into Great Britain, in quarters, for the three previous harvest years, ending 1st August, with

quarterly and annual imports; flour reduced into wheat at the rate of three and a half cwts. per quarter:

	1858-59.	1859-60.	1860-61.
	qrs.	qrs.	qrs.
First quarter,.....	1,142,000 ..	916,000 ..	2,670,000
Second quarter,.....	1,019,000 ..	954,000 ..	2,994,000
Third quarter,.....	1,032,000 ..	497,000 ..	2,462,000
Fourth quarter,.....	1,974,000 ..	1,653,000 ..	2,430,000
Yearly totals,.....quarters,	5,167,000 ..	4,020,000 ..	10,556,000

The first month of the present season shows a falling off, not only in regard to the months immediately preceding it, but also with respect to the corresponding month of last year, and is below the monthly average of last season by 175,000 quarters. In regard to actual available supply, it is even more deficient, as compared with August, 1860, than shown from the shipments to France from England.

Subjoined are the values of the exports of British produce and manufactures for the month and *eight* months ending 31st August, for the present and two previous years, and of the values of the principal articles imported in the month and *seven* months ending 31st July, the importations being one month behind the exportations, as requiring much greater labor to compute:

	1859.	1860.	1861.
EXPORTS.			
Month of August,.....	£12,117,275 ..	£13,535,205 ..	£12,337,441
Eight months ending 31st August,....	86,405,885 ..	88,077,892 ..	82,575,126
IMPORTS.			
Month of July,.....	15,551,616 ..	15,200,442 ..	17,748,952
Seven months ending 31st July,.....	76,367,153 ..	90,569,648 ..	100,015,301

The decrease in the value of the exports is more than accounted for by the diminution of our shipments to the United States; at the same time it is worthy of remark, that the exports to India, in regard to cotton goods, with which those markets were supposed to be saturated, exhibit no falling off, but, on the contrary, an increase; the value for the month of August being £1,122,170, against £842,167 in August, 1860, and £1,116,769 in August, 1859. In cotton yarn it is otherwise, being respectively £119,728, £142,767 and £228,927.

Subjoined is the value of our exports to the United States for the month of August in the present and two previous years:

	1859.	1860.	1861.
Cotton manufactures,.....	£217,577 .....	£447,775 .....	£38,564
Linen " .....	122,432 .....	228,119 .....	42,279
Woollen " .....	307,789 .....	489,363 .....	111,693
Silk " .....	31,783 .....	31,886 .....	13,665
Metals,.....	419,870 .....	434,431 .....	101,817
Earthenware,.....	63,593 .....	79,318 .....	16,514
Haberdashery and millinery,....	112,089 .....	138,720 .....	33,659
Hardware and cutlery,.....	99,678 .....	141,463 .....	71,679
Soda,.....	46,411 .....	54,230 .....	20,798
Spirits,.....	9,935 .....	13,486 .....	665
Coals,.....	22,476 .....	25,414 .....	26,052
Salt,.....	8,218 .....	9,904 .....	5,809
Totals,.....	£1,416,851 .....	£2,094,309 .....	£483,174

The falling off in our total exports is only £1,197,764, while to the United States alone, as compared with August, 1860, it is £1,611,135.

It appears that the shipments of cotton from Liverpool to the United States amounted, during the past month, to 3,703 bales, of which the whole were American, except 321 bales of East Indian. The principal portion was conveyed in steamers.

By the ship *ASIA*, of New-York, a cargo of crust guano has lately been imported from the island of Sombrero, and landed in the West India docks. Sombrero is situate near the Dutch island of St. Martin, in the West Indies, and is the property of Messrs. Wood & Sons, of New-York, who are said to hold it under the protection of the United States government. The discovery of the guano deposits on the island is of recent date. Hitherto the shipments have been chiefly to the southern ports of the States; but, as those are now blockaded, the supply may probably be directed towards England.

A prospectus has been issued of the General Tram Rail-Road Company, with a capital of £200,000, in £5 shares. The first object is to carry out a concession which has been granted by the Emperor of the French, for a horse rail-road in France, between Clermont and Riom, a distance of twelve miles.

It is curious to witness the changes that have taken place in the values of some of the principal articles largely imported from the United States. We subjoin the comparative prices in this market at the present time, compared with those ruling in September, 1860, from which it will be seen that the articles more immediately affected by the blockade have materially advanced in value:

DESCRIPTION OF PRODUCE.	PRICES.	
	1860.	1861.
Tobacco, Virginia, Kentucky and Mary-land, ranging, per lb., .....	3d. to 10d. ..	6d. to 14d.
Average about, per lb., .....	7d. ..	10½d.
Rice, Carolina, per cwt., .....	18s. to 26s. ..	26s. to 31s.
Bark, Philadelphia, per cwt., .....	8s. 6d. to 9s. ..	11s. to 12s.
“ Baltimore, “ .....	7s. 6d. to 8s. ..	9s. 3d.
Linseed cake, American, thin, per ton, ..	£9 15s. to £10. ..	£10 12s. 6d. to £10 15s.
Rosin, common, per cwt., .....	5s. 2d. ..	12s. 3d. to 12s. 6d.
“ medium to fine, per cwt., .....	6s. to 16s. ..	13s. to 20s.
Turpentine, American, rough, per cwt., ..	7s. 6d. to 8s. ..	nominal.
“ spirits, “ ..	32s. ..	60s.
Tar, American, per bbl., .....	17s. 6d. to 18s. ..	nominal.

The first cargo of new teas has arrived from China, in the *FIERY CROSS*, Captain *DALLAS*, from Foo-chow; she passed through the Downs for London 23d September. There is always considerable competition in getting the first cargo to market, and, in addition to the ordinary freight, a further sum is usually engaged to be paid to the successful ship, which prize the *FIERY CROSS* carries off this season, in the shape of an extra 10s. per ton.

Of French commercial affairs it may be said, that while no crisis is imminent, yet the wants of the country will probably be very large. Speaking of the commercial treaty between England and France, which took effect on 1st October, the Paris correspondent of the *Times* says: “In spite of the increase in the importation of raw material, which shows increased production and the falling off of exportation, there is no trace of manufacturing distress. What can one do but conclude that France

has found consumers at home for her manufactures? The first beneficial effect of the new commercial policy was, therefore, to make many articles accessible to people who were before deprived of them. As for the financial drain, it has absolutely nothing to do with the national industry and manufactures."

The *Moniteur* contains an imperial decree, dated the 1st of October, according to which the ports of Marseilles, Bordeaux, Nantes, Rouen, Havre, Dieppe, Boulogne, Calais and Dunkirk, and the custom-houses of Tourcoing, Roubaix, Lille, Valenciennes, Mulhouse and Lyons, are, dating from the 1st inst., open for the importation of cotton and woollen yarns of every description, either of English or Belgian manufacture. By the same decree, the following articles of English or Belgian origin or manufacture cannot be imported into France, either by land or sea, except through the custom-houses appointed: All goods paying a duty of twenty francs per one hundred kilogrammes; also, coaches, playing-cards, chicory, roasted or ground, cutlery, skin and leather work, articles made of horse or cow's hair, pure or mixed chemicals, ordinary soaps, drinking glasses and crystals, white and colored, window glass, colored glass, polished or engraved, watch and optical glasses, and all other glassware not mentioned in this category, sea-going vessels, hulls of sea-going vessels, river craft, alpaca, lama and Vienna wool, and camel's-hair yarn.

The French Foreign Office is engaged with several new commercial treaties, suggested by that which comes into operation this month between England and France. The Zollverein negotiants progress towards conclusions, contrary to the assertions of a Belgian journal.

A letter from Cognac, dated the 18th of September, says: The vintage throughout this district will be quite as bad, and even worse, than was sometimes since apprehended. In many vineyards there are no grapes at all. A few vines show a little fruit, but, on the whole, the result will be very bad indeed. The quantity of wine that will be made this year in the Cognac district will not be sufficient for the requirements of the people inhabiting the neighborhood. No Cognac brandy can, therefore, be expected to be distilled this year, and the wants of the trade must be entirely supplied from the old stocks of 1860, 1859 and 1858. The vintage has commenced in the neighborhood of Lyons. The quality of the wine is excellent, and the grape ferments readily. The celebrated white wine of Condrieu, of this year, is already offered for sale in the wineshops of Lyons. It is calculated that the rain which fell last week will increase the wine crop by full 25 per cent.

The leading items of the past week are as follow:

*September 26.*—The prospectus of the Metropolitan and Provincial Bank (limited) published. Capital, £1,000,000. (England.)

Bank of France advanced rate of discount from 5 to 5½ per cent.

*September 27.*—The Commercial Union Fire Assurance Company announce the commencement of business in London.

*September 28.*—Bills of MESSRS. RAPHAEL, GARDNER & Co. protested.

*October 1.*—The prospectus of the Queensland Cotton Company (limited) published. Capital, £100,000.

Advance of the rate of discount by the Bank of France to 6 per cent.

*October 2.*—The prospectus of the General Tram Rail-Road Company (limited) published. Capital, £20,000.

THE  
MERCHANTS' MAGAZINE

AND  
COMMERCIAL REVIEW.

Established July, 1839.

• EDITED BY

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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