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INTERNATIONAL LAW vs. THE TRENT AND SAN JACINTO.

FACTS AS TO SAILING AND ARREST OF MESSRS. MASON AND SLIDELL—PRINCIPLES MORE SATISFACTORY AUTHORITY THAN PRECEDENTS—NATURAL JUSTICE THE FOUNDATION OF INTERNATIONAL LAW—THE RIGHT OF SELF-DEFENCE AND THE DUTY OF NEUTRALS NOT TO BENEFIT EITHER BELLIGERENT NATURALLY FLOW FROM IT—THE SUBJECT OF CONTRABAND OF WAR A NECESSARY CONCLUSION—THE RIGHT OF VISIT AND SEARCH, IN TIME OF WAR, CLEARLY FOLLOWS—THE ACT OF THE CAPTAIN OF THE TRENT IN ALLOWING MESSRS. MASON AND SLIDELL TO TAKE PASSAGE ON HIS VESSEL A GROSS VIOLATION OF THE ABOVE PRINCIPLES—STILL THEIR REMOVAL BY CAPTAIN WILKES WAS WRONG—WE MUST DELIVER THEM UP TO ENGLAND IF SHE PROPERLY DEMANDS IT OF US—WE OWE IT TO OURSELVES NOT TO ALLOW SUCH A CASE TO STAND AS A PRECEDENT—ENGLAND SHOULD BE CALLED UPON TO MAKE REPARATION FOR THE ACT OF THE CAPTAIN OF THE TRENT IN ALLOWING THESE COMMISSIONERS TO TAKE PASSAGE ON HIS VESSEL, &c.

THE seizure of Messrs. MASON and SLIDELL has given rise to many questions of international law, and their arrest on and removal from an English vessel has been made a ground of complaint by Great Britain. These individuals were once Senators of the United States. For the past few months, however, they have been engaged in a traitorous conspiracy to overthrow the government of which they are subjects, and in furtherance of that object have, with others, formed a government of their own, which has been recognised by England and France as a belligerent power. When arrested they were on their way to Europe, on board the TRENT, (a merchant vessel carrying the mail and belonging to persons subjects of the Queen of Great Britain,) as commissioners of the government they had thus helped to form, and for the purpose of obtaining the assistance of European nations in their treasonable endeavors. They first fled from the United States to Havana, and there, after making known their object and position, took passage and were received on the TRENT,

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and thus set sail for Southampton. While on the voyage the TRENT was intercepted by the SAN JACINTO, a public armed vessel of the United States, under command of Captain WILKES, MESSRS. MASON and SLIDELL were removed to the SAN JACINTO, and the TRENT was allowed to proceed on its passage.

In discussing the questions that arise from these facts, or in discussing any legal question, it is not to be expected that a precedent will always be found agreeing in every particular with the case at issue. Besides, in settling international relations, a precedent is not the most satisfactory authority, for there is, in reality, no tribunal before which questions between States can be adjudicated, and, therefore, a decision in one country may not be adopted by another. But all international law is founded on certain great principles of right, and a decision made is only an illustration of some such principle.

If, therefore, we would come to a correct conclusion as to the rights of nations in any particular instance, we must first understand, and, during such a discussion, always remember, what is the foundation, source and object of international law. Here, too, we can have no difficulty, for all modern writers agree in stating that the law of nations consists in the application of the principles of natural justice to international relations, and that the great object is to work out as little harm as possible to one another. As PHILLIMORE, in his learned work, (page 48, vol. 1,) says:

“From the nature, then, of States, as from the nature of individuals, certain rights and obligations towards each other necessarily spring. These are defined and governed by certain laws. These are the laws which form the bond of justice between nations, ‘*quæ societatis humanæ vinculum continent*,’ and which are the subject of international jurisprudence, and the science of the international lawyer—*jus inter gentes*.”

And then, on page 49, the same writer adds: “To secure, by law, throughout the world, the maintenance of right against the aggression of the national wrong-doer, is the primary object of the commonwealth of States, and the great duty of the society of societies.”

KENT, also, in his Commentaries (vol. 1, page 2) says:

“The law of nations is a complex system, composed of various ingredients. It consists of general principles of right and justice, equally suitable to the government of individuals in a state of natural equality, and to the relations and conduct of nations, and of a collection of usages, customs and opinions, the growth of civilization and commerce; and of a code of conventional or positive law. In the absence of these latter regulations, the intercourse and conduct of nations are to be governed by principles fairly to be deduced from the rights and duties of nations and the nature of moral obligations.”

WHEATON, also, (*Wheaton's Elements of International Law*, page 22,) gives utterance to the same idea when he says: “International law, as understood among civilized nations, may be defined as consisting of those rules of conduct which reason deduces as consonant to justice, from the nature of the society existing among independent nations.”

But we will not multiply these citations. It is evident that here is the foundation of all international law—the working out of the principles of natural justice, so that each State may exercise equal rights, and receive no unnecessary harm or injury from any other State. Of course, there is a code of conventional or positive law which may be gathered

from treaties of peace, alliance and commerce, declaring, modifying or defining the pre-existing international law. But no such treaties will be found to be opposed to this great principle of justice, except it may be in the case of some individual nation, which has, perhaps, sold its birth-right for a mess of potage. A treaty of that kind, however, could not, of course, ever reach the dignity of law, as between nations other than the contracting parties, and cannot, therefore, need noticing here.

Growing out, then, of this ruling principle, is the right of self-preservation, which, as PHILLIMORE says, (vol. 1, page 226,) "is the first law of nations as it is of individuals." WHEATON (page 85) expresses the same idea a little more fully. He says: "Of the absolute international rights of States, one of the most essential and important, and that which lies at the foundation of all the rest, is the right of self-preservation. It is not only a right with respect to other States, but a duty with respect to its own members, and the most solemn and important which the State owes to them. This right necessarily involves all other incidental rights which are essential as means to give effect to the principal end."

So, also, KENT, in his Commentaries, (vol. 1, page 23,) says: "Every nation has an undoubted right to provide for its own safety and to take due precaution against distant as well as impending danger. The right of self-preservation is paramount to all other considerations."

PHILLIMORE (on page 227, vol. 1) shows the extent and force of this principle, when he adds:

"International law considers the right of self-preservation as *prior and paramount to that of territorial inviolability*, and where they conflict, justifies the maintenance of the former at the expense of the latter right."

So, also, we find Vattel (vol. 3, c. 7, § 133) maintaining the same view: "It is certain that if my neighbor gives refuge to my enemies when they would have been worsted, and have found themselves too feeble to escape me, leaving them time to collect themselves and to watch for an occasion to try a new invasion of my land, this conduct, so prejudicial to my safety and my interests, would be incompatible with neutrality. When, then, my vanquished enemies withdraw themselves to his domain, if charity does not permit him to refuse them passage and safety, he ought to make them pass beyond or outside as soon as possible, and not to suffer them to lie in wait to attack me afresh. Otherwise he gives me the right to go and seek them upon his land."

There are also in the books many cases illustrating the great extent to which this principle has been carried. We shall, however, content ourselves with the citation of but one of them, which is familiar to all. We refer to the case of the capture of the *CAROLINE*, in 1838. It will be remembered that Great Britain alleged the Canadian rebels not only found shelter on the American frontier of the Niagara, but that they obtained arms by force from the American arsenals, and that shots were fired from an island within the American territories, while a steamer called the *CAROLINE* was employed in the transport of munitions of war to the island, which, when not so employed, was moored off the American shore. In this state of things a British captain and crew having boarded, forcibly captured and fired the *CAROLINE*, cut her adrift and sent her down the falls of Niagara. The act was made the subject of complaint by the American government, on the ground of violation of territory, and vindicated by Great Britain on the ground of self-preservation. If

this version of the facts was correct, it was undoubtedly a complete vindication of the act.

Thus, then, we see how far this right of self-preservation allows a nation to go, in enforcing its rights. And might we not stop here and show that there is, as a mere matter of principle, very little difference between entering upon neutral territory, as the English thus did, for the purpose of seizing the vessel in question, and the visiting and searching the ship of a neutral and taking from it rebels who were on their way to a neutral territory for the purpose of there plotting and working out the destruction of their country? Were there no law known among nations, giving a State the right, under such circumstances, of visiting a neutral vessel and obtaining possession of such agents of evil, certainly this law of self-preservation would dictate and necessitate it.

But there is still another fundamental principle of international law, regulating the acts of neutrals during a war, which principle naturally follows from the foregoing. We have seen above, that where a neutral harbors either belligerent, his territory loses its inviolability. From this rule we easily deduce the more general one, that a neutral must not take any part in the contest; he has no right to favor or injure either belligerent. This principle—so eminently just in itself—is too familiar to need more than a passing notice. Among the nations of antiquity, the right of one to remain at peace while other neighboring nations were engaged in war, was not admitted to exist. He who was not an ally was an enemy. But since international relations were “regulated by the principles of justice applicable to those relations,” a different rule has existed, and ‘middle-men,’ as GROTIUS calls them, will be found during every conflict. If, however, a nation would hold the office of a neutral, and retain the rights and privileges of such a position, all its acts must be free from favor towards either belligerent. BYNKERSHOEK says, (*Bynkershoek, Quaest. Jur. Pub. lib. 1, cap. 9*): “The duty of neutrals is to be every way careful not to interfere in the war, and to do equal and exact justice to both parties; * * * as to what relates to the war, let them not prefer one party to the other, and this is the only proper conduct for neutrals.” PHILLIMORE, in treating of this same subject, says, (vol. 3, page 202:) “The neutral is justly and happily designated by the Latin expression *in bello medius*. It is of the essence of his character that he so retain this central position as to incline to neither belligerent. He has no *jus bellicum* himself; but he is entitled to the continuance of his ordinary *jus pacis*, with, as will presently be seen, certain curtailments and modifications which flow from the altered state of the general relations of all countries in time of war. *He must do nothing by which the condition of either belligerent may be bettered or strengthened—quo validior fiat.*”

In the light of these citations, and numberless others to the same effect that might be made, can there be any doubt but that the captain of the TRENT was doing an hostile act in conveying, as he did, the commissioners of the Confederate States? Was he not doing all he could to benefit one belligerent and injure the other? It will not be pretended that the character of these persons, and the object of their mission, was unknown. If any harm could be done the United States, it was known that it was the object of these commissioners to do it. The captain of that vessel lent himself to the service of the Confederate States for that purpose, and, in doing so, grossly violated the character

of a neutral. We submit, therefore, that the principle of self-defence, so nobly illustrated by Great Britain in the case of the *CAROLINE* above referred to, would, under such circumstances, require us to prevent the consummation of such an act by similar means, did the law of nations furnish no other remedy.

But still there was no necessity for following such an extraordinary precedent, nor could we be justified in doing so, since (if for no other reason) we have a very simple remedy, and, had it only been properly used, an effectual one; for, growing out of the foregoing principles, has arisen the doctrine of contraband of war; and the right of visit and search *in time of war* necessarily follows. We have seen above that a neutral has no right to strengthen or injure either belligerent. As a conclusion, then, from this principle, certain articles have been admitted by all nations to be contraband, and the general freedom of neutral commerce with the respective belligerent powers is, therefore, subject to such exceptions. The reason for this restriction exists in the fact, as we have stated, that "the principles of natural justice require" no assistance in the war should be furnished by a neutral to either party. As Mr. JENKINSON, afterwards Lord LIVERPOOL, in his "discourse on the conduct of Great Britain to neutral nations," in 1758, says:

"The liberty of navigation, in fair construction, can mean no more than the right of carrying to any mart, unmolested, the product of one's own country or labor, and bring back whatever may be received in return for it; but *can it be lawful that you should extend that right to my detriment—that you should exert it in the cause of my enemy?*"

If, therefore, we wish to determine, at any time, whether any article is contraband, all we have to know is whether the article in question would necessarily help to advance the interests of either belligerent. Warlike instruments or materials, by their own nature, fit to be used in war, are not the only weapons a belligerent can make serviceable. *Strategy is frequently more effective than bullets.* Therefore, all messages or messengers, despatches or commissioners, sent by a belligerent for the purpose of strengthening his cause in the war, are contraband.

We thus reach this position as a natural and necessary conclusion from the foregoing principles, and one could not but feel perfect confidence in its correctness, even had nothing ever been written or decided on this point. For it is pre-eminently just that my friend (a neutral) should not be allowed to help my enemy. This would seem to be particularly the case when a nation is laboring to put down a rebellion that threatens its very existence. Then, if ever, a neutral should keep aloof; for if she is to assist such an enemy in its strategic movements, (in its endeavors to obtain the help of other nations to assist in the destruction of its country,) how tenfold worse than an open enemy she becomes. But, as we have seen, the ability legally to do such injustice does not exist, and a moment's examination will show us that all writers on international law unite in declaring, in the broadest terms, despatches and commissioners, or ambassadors, contraband.

We find this doctrine very clearly laid down by PHILLIMORE, in his work on international law, which we have several times before referred to. He says, (vol. 3, page 370:)

"*Official despatches from an official person on the public affairs of the belligerent government impress a hostile character upon the carriers of them.*

The mischievous consequences of such a service cannot be estimated, and extend far beyond the effect of any contraband that can be conveyed, for it is manifest that by the carriage of such despatches the most important operations of a belligerent may be forwarded or obstructed. In general cases of contraband the quantity of the article carried may be a material circumstance, but the smallest despatch may suffice to turn the fortunes of war in favor of a particular belligerent."

On page 369 of the same volume he adds: "As to carrying of military persons in the employ of a belligerent, or being in any way engaged in his transport service, it has been most solemnly decided by the tribunals of international law, both in England and the United States of North America, that these are acts of hostility on the part of the neutral, which subject the vehicle in which the persons are conveyed to confiscation at the hands of the belligerent."

WILDMAN, in his *Institutes*, makes use of the following language:

"It is the right of the belligerent to intercept and cut off all communication by despatches. It is not to be said, therefore, that this or that letter is of small moment. The true criterion will be, is it on the public business of the State, and passing between public persons in the public service? If the papers so taken relate to public concerns, be they great or small, civil or military, the court will not split hairs, and consider their relative importance. What appear small words, or what may, perhaps, be artfully disguised, may relate to objects of infinite importance."

So, also, Chancellor KENT, (vol. 1, page 152,) says:

"There are other acts of illegal assistance afforded to a belligerent besides supplying him with contraband goods, and relieving his distress under a blockade. Among these acts, the conveyance of hostile despatches is the most injurious, and deemed to be of the most hostile and noxious character. The carrying of two or three cargoes of stores is necessarily an assistance of a limited nature; but in the transmission of despatches may be conveyed the entire plan of a campaign, and it may lead to a defeat of all the projects of the other belligerent in that theatre of the war. The appropriate remedy for this offence is the confiscation of the ship; and in doing so, the courts make no innovation on the ancient law, but they only apply established principles to new combinations of circumstances. There would be no penalty in the mere confiscation of the despatches. The proper and efficient remedy is the confiscation of the vehicle employed to carry them; and if any privity subsists between the owners of the cargo and the master, they are involved by implication in his delinquency."

WHEATON, also, is equally explicit on this point. He says, (page 562:)"Of the same nature with the carrying of contraband goods is the transportation of military persons or despatches in the service of the enemy."

Then, on page 565, we find this same learned commentator quoting and approving of the following extract from the opinion of Sir WILLIAM SCOTT, in the case of the *OROZEMBO*, (*Robinson's Adm. Rep.* vol. 6, p. 430:)

"The carrying of two or three cargoes of stores is necessarily an assistance of a limited nature; but in the transmission of despatches may be conveyed the entire plan of a campaign that may defeat all the projects of the other belligerent in that quarter of the world. It is true, as has been said, that one ball might take off CHARLES XII., and might produce the most disastrous effects in a campaign; but that is a consequence so remote and accidental, that in the contemplation of human events it is a sort of eva-

nescent quantity, of which no account is taken, and the practice has been, accordingly, that it is only in considerable quantities that the offence of contraband is contemplated. *The case of despatches is very different*; it is impossible to limit a letter to so small a size as not to be capable of producing the most important consequences; it is a service, therefore, which, in whatever degree it exists, can only be considered in one character, as *an act of the most noxious and hostile nature.*"

This principle has also been frequently recognised and adopted by the English government in her official acts. In the declaration of war by England against Russia, of the 28th March, 1854, we find the following language:

"It is impossible for Her Majesty to forego her right of seizing articles contraband of war, and of preventing neutrals from bearing enemies' despatches."

So, too, in the recent proclamation of neutrality of May 13, 1861, made with reference to this very war, the following language is used:

"And we do hereby warn all our loving subjects, and all persons whatsoever entitled to our protection, that if any of them shall presume, in contempt of this our royal proclamation and of our high displeasure, to do any acts in derogation of their duty as subjects of a neutral sovereign in the said contest, or in violation or contravention of the law of nations in that behalf, as, for example, and more especially by entering into the military service of either of the said contending parties, * * * or by carrying officers, soldiers, despatches, arms, military stores or materials, or any article or articles considered and deemed to be contraband of war, according to the law or modern usage of nations, for the use or service of either of the said contending parties—all persons so offending will incur, and be liable to the several penalties and penal consequences by the said statute, or by the law of nations in that behalf imposed or denounced. And we do hereby declare that all our subjects and persons entitled to our protection who may misconduct themselves in the premises, will do so at their peril, and of their own wrong, and that they will in no wise obtain any protection from us against any liabilities or penal consequences, but will, on the contrary, incur our high displeasure by such misconduct."

Could any thing be clearer than the position taken by all commentators, and by England herself, on this very question? But we forbear making further citations to the same effect. Nor can it be necessary to add any thing for the purpose of showing that if despatches are thus objectionable, ambassadors (living despatches) are still more objectionable. It would, indeed, be a very strange doctrine to insist that, although the despatches are contraband and can be seized, yet you must not seize the ambassador who carries them, and who has, probably, committed them all to memory. But the question is too plain to admit of discussion or comment. It cannot be urged either that these ambassadors were exempt from arrest, since such exemption does not, and has never been claimed to attach to their person until after they have arrived at their destination. *They may be stopped at any time on their passage.*

In the case of the *CAROLINE*, (6 *C. Robinson*, 467.) Sir WILLIAM SCOTT (afterwards Lord STOWELL) says, on this point:

"The limits that are assigned to the operations of war against them, by VATEL and other writers upon these subjects, are that you may ex-

ercise your right of war against them wherever the character of hostility exists; *you may stop the ambassador of your enemy on his passage.*"

DR. PHILLIMORE also says, (*Commentaries*, p. 368,) that—

"It is, indeed, competent to a belligerent to stop the ambassador of his enemy on his passage."

And WHEATON (p. 566) approves of and quotes the opinion of Sir WILLIAM SCOTT, above referred to, as follows:

"The limits assigned to the operations of war against ambassadors by writers on public law are, that the belligerent may exercise his right of war against them wherever the character of hostility exists. *He may stop the ambassador of his enemy on his passage*, but when he has arrived in the neutral country and takes on himself the functions of his office, and has been admitted in his representative character, he becomes a sort of middle-man, entitled to peculiar privileges, as set apart for the preservation of the relations of amity and peace, in maintaining which all nations are in some degree interested."

Thus we will find this principle incorporated into all the text-books, and rightly so. For ambassadors and despatches of an enemy may, as we have seen, work out the greatest harm to the other belligerent, and hence a neutral cannot be allowed to carry either towards their destination; they are contraband.

But from this doctrine, as we have said above, necessarily flows the right of visit and search in time of war.

As VATTEL says, (*Book 3*, ch. 8, § 11:) "We cannot prevent the conveyance of contraband goods without searching vessels that we meet at sea; we have, therefore, a right to search them." CHITTY, in his notes to VATTEL, says: "Clearly the right of search exists practically as well as theoretically." MANNING says, p. 350: "The right on the part of ships of war to search merchant vessels during the continuance of war has been granted by all writers of any authority. The right of search is, indeed, a sort of necessary complement to the right of confiscating contraband and the property of enemies." HAZLETT and ROCHE, Ed. 1854, pp. 270, 272, after laying down the same rule, say: "The duty of self-protection sanctions this right. It is founded upon necessity, and is exclusively and strictly a war right, and does not rightfully exist in time of peace."

Chancellor KENT also expresses himself with his usual clearness on this point:

"In order to enforce the rights of belligerent nations against the delinquencies of neutrals, and to determine the real as well as the assumed character of all vessels on the high seas, *the law of nations arms them with the practical power of visitation and search*. The duty of self-preservation gives to belligerent nations this right. It is founded upon necessity, and is strictly and exclusively a war right, and does not rightfully exist in time of peace, unless conceded by treaty. All writers upon the law of nations and the highest authorities acknowledge the right in time of war, as resting on sound principles of jurisprudence, and upon the institutes and practice of all great maritime powers. *And if, upon making the search, the vessel be found employed in contraband trade, or in carrying enemy's property, or troops, or DESPATCHES, she is liable to be taken and brought in for adjudication before a prize court.*"

Mr. MERCY, British Minister at Copenhagen, in 1800, wrote to Count BERNSTOFF:

"The right of visiting and examining in the open sea merchant vessels, of whatever nation, or whatever may be their destination, is regarded by the British government as the incontestable right of every nation at war."

Lord WHITWORTH, the special envoy, wrote on the same occasion:

"The right claimed by the King of England is the necessary result of the state of war. If the principle is once admitted, that a Danish frigate can guarantee from search six merchant vessels of that nation, it follows, naturally, that any power can extend protection over all the enemies' commerce. All that is required is to find in the world some one neutral state, however insignificant, sufficiently friendly to our enemies to be willing to lend her flag to cover their commerce without any risk to herself—for once the power of search is taken away, fraud will no longer fear discovery."

This doctrine, however, cannot be more strongly stated than it was by Lord STOWELL, in the case of the *MARIA*, (1 *Rob. Rep.* p. 340,) as follows:

"The right of visiting and searching merchant ships upon the high seas, *whatever be the ships, whatever be the cargoes, whatever be the destinations*, is an incontestable right of the lawfully-commissioned cruisers of a belligerent nation. * * * This right is so clear in principle that no man can deny it who admits the legality of maritime capture. * * * The right is equally clear in practice, for practice is uniform and universal upon this subject. The many European treaties which refer to this right, refer to it as pre-existing, and merely regulate the exercise of it. All writers upon the law of nations unanimously acknowledge it. In short, no man, in the least degree conversant with subjects of this kind, has ever, that I know of, breathed a doubt upon it."

This right, then, of visit and search, and these principles of contraband of war being thus plain and incontestable, the fact that these commissioners went on board the *TRENT* at a neutral port, can in nowise weaken or alter the above conclusions. That fact might be of importance (on the question of confiscating the vessel) if a plea of ignorance were made, as was, for instance, in the case of the *RAPID*; (*Edwards' Adm. Rep.* 228;) but no such plea can be put in here, nor are we discussing any question as to the disposition of the vessel. In the case we refer to the court said:

"It must be understood, that where a party, for want of precaution, suffers *despatches* to be conveyed on board his vessel, the plea of ignorance will not avail him. His caution must be proportioned to the circumstances under which such papers are received. If he is taking his departure from a hostile port in a hostile country, and, still more, if the letters which are brought to him are addressed to persons resident in a hostile country, he is called upon to *exercise the utmost jealousy* with regard to what papers he takes on board. On the other hand, it is to be observed, that where the *commencement of the voyage is in a neutral country, and it is to terminate at a neutral port*, or, as in this instance, at a port to which, though not neutral, an open trade is allowed, in such a case there is less to excite his vigilance, and therefore it may be proper to make some allowance for any imposition which may be practiced upon him."

This same distinction is also referred to by PHILLIMORE, (vol. 3, p. 371.) in very similar language, showing that, in the opinion of that commentator, the fact that the voyage was commenced in a neutral territory, was of importance only on the question whether the vessel should be confiscated. The despatches or ambassadors would be, of course, none the less contraband. He says: "With respect to such a case as might exempt the carrier of despatches from the usual penalty, (that is, from the confiscation of his vessel,) it is to be observed, that where the commencement of the voyage is in a neutral country, and is to terminate at a neutral port, or at a port which, though not neutral, an open trade is allowed, in such a case there is less to excite the vigilance of the master, and therefore it may be proper to make some allowance for any imposition which may be practiced upon him. But when a neutral master receives papers on board in a hostile port, he receives them at his own hazard, and cannot be heard to avow his ignorance of a fact with which, by due inquiry, he might have made himself acquainted."

Besides, there would be no reason or justice in any other view of the matter. If a neutral conveys on board his vessel commissioners of a belligerent, he, of course, helps one party and injures the other, and this clearly must be so, whether he takes them from a neutral or belligerent port. This principle of non-interference by a neutral is, as we have seen above, the one from which is derived the whole doctrine of contraband of war, and must control this question, until a congress of nations or some other authorized body makes the requisite limitation in the application of the principle.

We have thus discussed these questions and reached these conclusions, relying solely on the great admitted principles of international law, (as laid down by all elementary writers,) not striving to find precedents coinciding with the facts before us. Reference might, however, be made to many cases throwing light upon the one at issue. The arrest of Mr. HENRY LAURENS, during our Revolutionary war, furnishes many points of resemblance, though we have not been able to satisfy ourselves that he was on a neutral vessel. So, too, the case of the ATLANTIC, (6 *Rob. Adm. Rep.* 440,) and of the CAROLINE, (6 *Rob.* 461,) and of the SUSAN, (an American ship condemned in the British Admiralty Court in April 1, 1803,) all tend to strengthen, if possible, the conclusions we have come to above. But we shall not enlarge upon them here, or even call attention to other cases which might be cited; for we deem the conclusions we have reached to be so clearly in accordance with every principle of international law that precedents could not add any thing to the argument.

But although the law seems to be clear on all the points we have discussed, and although we think the captain of the TRENT was acting illegally, and with the grossest injustice towards the United States, in allowing these commissioners to take passage on his vessel, still we cannot bring ourselves to believe that Captain WILKES was right in transferring MESSRS. MASON and SLIDELL to the SAN JACINTO, and allowing the TRENT to proceed on her passage. These commissioners would be most certainly (were the question properly presented to any prize court in England or the United States) declared contraband, as we have seen above, and the vessel be confiscated. But that is a question a court alone has power to decide, and not the captain of a public vessel. The rule of

law is this (and there is no exception to the rule which will apply to the facts we are discussing :) that if a belligerent thinks there is any thing contraband of war on a neutral vessel, he may stop the vessel and search it. If, after such search made, he finds what he still thinks is contraband, he then has the right merely to take the vessel into port, and there a court of competent jurisdiction must pass upon it. One is not, of course, allowed to assume what will be the court's decision, and act as if it had been made, however clear the facts may appear to make the question. The law does not allow of such summary proceedings. There must be in all cases a judgment of the court before an execution can be issued. Captain WILKES, however, assumed that the court would declare these commissioners contraband, and acted as if it had done so. Whereas he had just as much right to confiscate the vessel on the spot, as he did have to carry off these commissioners.

Since, however, this point is of the greatest importance for a proper understanding of the true position of the government of the United States on this whole question, it is well enough, perhaps, for us to examine it a little more closely, and see if we cannot discover what policy, reason and justice dictate should be our decision here. This appears to us to be particularly desirable, as our late European despatches indicate that Great Britain intends to rely solely upon this point, in the demands she may make upon us. If we, as a nation, are wrong in the step we have taken, no one will be unwilling to acknowledge it. Those who would defend most earnestly the right, are the readiest always to acknowledge error.

What, then, is the basis of all intercourse between nations; or, perhaps we should ask, in what way do the rules of international etiquette require us to act in all our intercourse with friendly States? The answer is most simple and familiar to every one—that we must act with the greatest comity. This means, too, as all know, not only with politeness and kindness, but with the extreme of respect, formality and consideration. An illustration will be found in the treatment ambassadors must receive, and in the nature of all written communications between States. In the every day intercourse of individuals, forms and ceremonies we can frequently dispense with, but in intercourse between States no such liberty is or should be allowed. We rightly demand this of other nations, and are of course willing that they should require it of us. If this, then, is so, if the mere forms of etiquette in all friendly intercourse are insisted upon so earnestly, how far more important is it that the forms of law should be strictly complied with, when we are enforcing our belligerent rights against neutrals. It must be remembered, too, in this connection, that the right to interfere in any way with neutral commerce is not an absolute right, but one granted by neutrals, because justice and the necessities of nations require it. But in granting the right, the mode of executing it has at the same time been laid down, and is a part really of the grant itself. How imperative is it, therefore, that one should, in executing such a right between such parties, act in accordance with law, and not illegally.

But again we have seen above what is required of a belligerent in executing this right; that, while granting the privilege, safeguards have been thrown about the neutral nation and neutral commerce, so that no mere suspicion, nor even any supposed knowledge of individuals, can take final

action in the premises. We have also seen how just and reasonable it is that this should be so. In our own State we have, as citizens of that State, granted to all others certain rights as against us; but we are very careful that the manner of executing such rights should be strictly legal. What should we think of the man who, because he deems his claim just, appropriates our property to himself before the court has passed upon the claim itself? As we have said before, we always require a judgment before an execution can be issued. And can a neutral nation for a moment admit a different rule? Can she allow a belligerent to usurp the position of a court, and determine that what she is carrying is contraband? Can she allow the belligerent to confiscate the so-called contraband goods without even the form of a trial? Why, piracy in its worst phase would be hardly worse than such a state of law, or, we might better say, lawlessness.

Then, too, there is no nation in the world that ought to be more earnest than our own in endeavoring to prevent such a case passing as a precedent. We have always been battling for the rights of neutrals and against the encroachment of belligerents. And how clearly is it for our interest still to do so, unless we intend to indefinitely increase our naval force. And even then, could we ever submit to allow belligerents thus to interfere with our commerce, to permit captains of vessels to usurp the position of the court, and seize and carry off goods, letters and passengers, because, in his opinion, they were contraband? But the case is too evident an invasion of neutral rights to require argument. We submit, therefore, we are clearly wrong in endeavoring to support this act of Captain WILKES. It is evidently against our interest, against all reason and justice to do so, and it only remains, therefore, for us to repudiate the act, make what reparation we can, and by no means ever allow it to remain as a precedent.

In regard to our giving up Messrs. MASON and SLIDELL, there cannot, in our opinion, be a doubt as to its being our duty to do so. No one can feel more strongly than we do the baseness of the crime those men have committed, nor would any one speak in severer terms of the unfriendliness of the act of the captain of the TRENT in giving them a passage; and we believe that England will be entirely willing, if we demand it, to make any reparation she can for this violation of her neutrality. But these considerations do not, in our opinion, affect our position and duty. If we have done illegally in seizing these commissioners, certainly we must set ourselves right. An apology or a repudiation of the act would, of course, amount to nothing, so long as we retained the benefit of the act. If we are wrong, we cannot get right until we have given up the advantage we have obtained by our wrong. Had Captain WILKES taken the vessel and appropriated it to himself and crew, before any court had passed upon the questions involved, what would an apology amount to unless accompanied with an offer to restore the vessel or its equivalent.

Neither is our position an anomalous one. It is always necessary in legal proceedings that we should proceed rightly, or else pay the penalty of our mistake. A litigant may have the justest claim on earth, and still, if he comes into court incorrectly, he will be nonsuited, and perhaps lose his claim, and have to pay his adversary's costs. We may say this is not just; and yet, if we reflect a moment, we will see that the law is not to blame. It furnishes every claimant with a remedy, but if one fails to take the proper course for obtaining redress, it is the ignorance of the

claimant, and not the injustice of the law, that works out the evil. So in this case we had a remedy, and had we proceeded properly we should have obtained all we desired. But, instead of that, we have committed an error, and must, without doubt, suffer the penalty of our mistake. It is certainly an unfortunate affair; but we do not, of course, think any blame should attach to Captain WILKES. He acted necessarily without instructions, yet his motives and intentions were in the highest degree praiseworthy. He was truly endeavoring to serve his country in seizing the commissioners, and to accommodate the passengers of the TRENT and show England his good will by not detaining the vessel. That he did not at once see the full force of the law of the case, is not at all to be wondered at. A good captain is not frequently an experienced lawyer.

Still neither these good motives nor ignorance of the law can alter the legal effect of the act, and we see, therefore, no escape from the unpleasant duty of delivering up these commissioners, if England demands it of us properly.

But, on the other hand, we have a very serious claim on England, growing out of this transaction, which should be adjudicated. We have seen above that the captain of the TRENT grossly violated the character of a neutral in lending himself to the service of the Confederate States; that he did all he could to benefit one belligerent and injure the other. If so decided an injustice as this, so evident a violation of international law is to go unrebuked, we think all would unite in saying *that even war itself is preferable to such neutrality*. But in our opinion England has no wish to do us, at the present time, an injustice. It is not strange that she, like any other nation, should first consult her own interest, nor that the upholders of a monarchy should suppose they see in our existing difficulties the natural decay of free institutions. All this must be expected, their view of our troubles being from a different stand-point and through a different medium from ours. If, therefore, she is simply just in her acts towards us, and neutral in her position, we have no right to demand or hope for more, and this much we believe she will willingly grant us. When, therefore, the proper demand is made on her, all the reparation we could ask for this unfriendly act of the captain of the TRENT we shall undoubtedly receive. A somewhat similar case happened in 1847, during our war with Mexico. In August of that year the British mail packet TEVIOT, Captain MAY, carried over from Havana to Vera Cruz General PAREDES, ex-President of Mexico. Our government, through Mr. BANCROFT, our Minister at London at the time, presented the matter to the British Cabinet, complaining of this act of Captain MAY, and demanding his dismissal from the service of his government. Lord PALMERSTON, November 16, 1847, admitted the justice of our complaint, and announced that the offending officer had been dismissed.

A similar demand made now in the case of the TRENT will, in our opinion, bring a similar result. At all events, let us not go to war so long as we are in the wrong, and until we have just cause of complaint, which cannot be settled in a less violent way.

SURVEY OF THE ISTHMUS OF DARIEN.

REPORT BY E. CULLEN, M. D., M. R. C. S. E.

66 North Cumberland-street, Dublin, November, 1861.

I HAVE lately learnt with great satisfaction that several French engineers, under the direction of M. BONARDIOL, have made a partial exploration of the Isthmus of Darien, and are to sail for Darien again next month, to make a detailed survey of the line for a ship canal between the Atlantic and Pacific Oceans. There is thus, at length, a prospect of this grand project being carried into execution. The line about to be surveyed, which was discovered by me in 1849, after several long and perilous explorations in different directions through the forests, extends from the Gulf of San Miguel, on the Pacific, in a direction N. E. by E. $\frac{1}{2}$ E. by compass, to Caledonia Harbor and Port Escoecs on the Atlantic. The Gulf of San Miguel receives numerous rivers, the largest of which are the Tuyra and the Savana, which unite together just before falling into it. The Savana is navigable for the largest ships up to the confluence of the Lara with it, that is, for fourteen miles towards the Atlantic. From the confluence of the Lara with the Savana, at which point the future canal will commence, the line extends to the Chuquanaqua, a distance of 12 miles. From the Chuquanaqua the line follows the bed of the Sucubti, one of its tributaries, up to the confluence of the Asmati with the Sucubti, a distance of nine miles; and then continues along the bed of the same river Sucubti to a point nine miles higher up. From that point to the Atlantic the distance is six miles. The whole length of the projected canal will therefore be 35 nautical, or nearly 41 English miles.

After my first explorations in 1849, for which previous travels in the interior of British Guiana, (Demerara, Essequibo, &c.) Spanish Guiana, (Venezuela,) and many other forest countries in both hemispheres had well qualified me, I made subsequent voyages to and explorations in Darien in 1850, 1851 and 1852, alone, and at my own expense. I then proceeded to Bogota, the capital of New-Granada, where I applied to the Congress, who passed a law, granting a privilege for cutting the canal, together with a concession of all the lands necessary, and of 200,000 acres in addition, to EDWARD CULLEN, CHARLES FOX, JOHN HENDERSON and THOMAS BRASSEY. The above law received the *executur* of JOSE HILARIO LOPEZ, the President, and of JOSE MARIA PLATA, the Secretary for Foreign Affairs, on the 1st of June, 1852.

Soon after my return to London with the concession, the Atlantic and Pacific Junction Company was formed, with the object of carrying the project into execution. On the 29th of March, 1853, the Emperor NAPOLEON gave an audience to a deputation of fifteen, consisting of Sir CHARLES FOX, Mr. BRASSEY, several of the directors of the company, and myself, invited us to dine with him at the Tuileries, and declared his determination to cut the canal, if it were practicable.

On the 17th of December, 1853, Mr. LIONEL GISBORNE, Messrs.

FORDE, BENNETT, DEVENISH, ARMSTRONG and BOND, the company's engineers, and myself, sailed from Southampton in the West India mail steamer ORINOCO, for St. Thomas, whence the assistant engineers proceeded to Navy Bay and Panama, and thence to the Gulf of San Miguel and the River Savana, to survey the line from the Pacific towards the Atlantic side; while Mr. GIBBORNE and myself proceeded to Jamaica, in the TEVIOT, and thence, in H. M. S. ESPIEGLE, to Caledonia Harbor, where we arrived on the 21st of January, 1854. In February and March, 1854, H. M. S. ESPIEGLE, Commander HANCOCK, H. M. S. DEVASTATION, Commander DE HORSEY, the French war steamer CHIMERE (*avis*), Capt. JAUREIGUIBERRY, and the United States sloop of war CYANE, Capt. HOLLINS, lay at anchor in Caledonia Harbor; and H. M. steamer VIRAGO, Commander MARSHALL, lay in the Savana River, with the object of affording assistance to the engineers. At the same time H. M. surveying ship SCORPION, Commander PARSONS, was engaged in surveying the Atlantic harbors and coast for the Hydrographic Office. It may be necessary to state that no British, French or American man-of-war had ever before anchored either in Caledonia Harbor or in the Savana River. During the above two months, the line, from the Pacific to the point on the Sucubti, mentioned above as being six miles distant from the Atlantic, was surveyed by the assistant engineers, and found, so far, to present every facility for the excavation of a canal. But, of the six miles not surveyed, Mr. GIBBORNE, after a most cursory, hurried and imperfect reconnaissance in a wrong direction, reported that three miles would require to be tunnelled, although he admitted, in the same report, that "his examination of the country was by no means complete." Upon this, the company, deeming the presumed necessity for a tunnel a formidable obstacle, immediately dissolved, returning the shareholders the amounts of their deposits, without any deduction.

Five months afterwards, however, the Admiralty published the "Survey of Caledonia Harbor and Port Escoces," by Commander PARSONS, of H. M. surveying ship SCORPION, in which a wide and low valley is plainly laid down immediately to the northwest of the mountain, which, according to Mr. GIBBORNE's report, would render a tunnel necessary. The existence of that valley, which is marked in PARSONS'S "Survey" precisely in the position assigned to it by me four years before the expedition went out, completely obviates the necessity for a tunnel. I repeatedly offered to guide Mr. GIBBORNE to it, and had accompanied the expedition for that purpose; but that gentleman was actuated by so strong a desire to find out a valley for himself, and to mark out a line in a direction different from that indicated by me, that he not only refused me permission to accompany him, but gave directions that I was not to be allowed to leave the ship, so that I was actually a prisoner on board the ESPIEGLE while Mr. GIBBORNE was "botching" my project. Having failed in his rambling and ill-directed attempts to find a valley between the range of mountains which runs parallel to the coast, Mr. GIBBORNE hastily "concluded his surveying operations on the 29th of March," and returned to London with his celebrated report about the tunnel, which threw complete discredit on my statements. Fortunately for me, however, the survey made by that distinguished officer, Commander PARSONS, completely stultifies Mr. GIBBORNE'S report, and confirms the veracity and accuracy of my original statements as to the existence of the valley.

In 1857, the Emperor NAPOLEON carefully examined the maps, plans and documents which I submitted to him, and referred the question to a commission of engineers of the Corps Imperial des Ponts et Chaussées. The report drawn up by that commission, and presented to the Emperor by Count WALEWSKI, was decidedly in favor of the practicability of the canal without a tunnel.

In 1859 I went again to Bogota, and on my return to Paris I had the honor, on the 30th of October, of a third audience with the Emperor, who declared his decided conviction of the feasibility of the canal, saying that he could see no difficulty in it, and expressed his determination to cut it. I hope that the expedition about to sail, the sending out of which may be considered as the first step towards the carrying out of His Majesty's determination, may conduct its operations in a scientific manner, and avoid the errors which proved fatal to the success of the expedition of 1854.

RIGHT OF SEARCH.

Opinion of Lord BROUGHAM in 1807.—In the October number of the *Edinburgh Review*, for 1807, is an elaborate article, by Lord BROUGHAM, on the rights of neutrals. The following passage taken from it shows what was his opinion as to the right of search at that period, and the reason why such a right is a part of the law of nations:

“It is evident that the right to search a foreign vessel for deserters is of the very same nature, and governed by the same rules, with the right to search a neutral vessel for contraband goods. You have a right to search for those goods only because you are injured by their being on board the vessel which trades with your enemy; you have a right to search for your own runaway seamen who take shelter in the vessel, because you are injured by their being enabled to escape from you. If a neutral carries contraband goods, such as armed men, (which indeed treaties frequently specify in the list,) to your enemy, he takes part against you; and your remedy—your means of checking his underhand hostility—is to stop his voyage, after ascertaining the unfair object of it. If the same neutral gives shelter to your seamen, he takes part with your enemy; or, if you happen not to be at war, still he injures you; and your remedy, in either case, is to recover the property, after ascertaining that he has it on board. In both instances the offence is the same—the foreign vessel has on board what she ought not to have consistently with your rights. You are therefore entitled, say the jurists, to redress; and a detection of the injury cannot be obtained without previous search.

PEORIA AND OQUAWKA RAIL-ROAD COMPANY.

We have received from the President of the Peoria and Oquawka Rail-Road Company a statement to the effect that the decision on rail-road mortgages reported in our December No., pp. 592, 593, is not correct. We will publish in our next No. a notice of the case.

THE COMMERCIAL PROGRESS OF FOUR CENTURIES.

CHRONOLOGICAL SKETCH OF THE LEADING COMMERCIAL EVENTS OF THE SIXTEENTH, SEVENTEENTH, EIGHTEENTH AND NINETEENTH CENTURIES.

THE SIXTEENTH CENTURY.

THE sixteenth century was more distinguished than its predecessors for the progress of geographical knowledge, and for the extension of commercial intercourse between Europe and foreign nations. Soon after the discoveries of COLUMBUS were made known, at the close of the fifteenth century, the Spaniards, the Portuguese, the English, the French and the Dutch, severally fitted out expeditions for the purpose of acquiring new territory. The Portuguese opened a trade and extended their settlements beyond the Cape of Good Hope. The English established colonies in Virginia and Carolina, and explored California on the Pacific. The French planted the Cross in Canada. Spain acquired the Philippine Islands, and extended their dominion over Mexico, Peru and various portions of South America. Strenuous exertions were made to extend the commerce of each European nation. Voyages round the world were for the first time projected and accomplished. Commercial companies on a large scale, and with large capitals, were formed in England. The whale-fishery was first commenced, and a general spirit of commercial enterprise encouraged. Slaves were first imported into the colonies. Tea and tobacco first became known to the Europeans.

1503.—The Portuguese commander, ALBUQUERQUE, on his way to India, discovered Zanzibar. 1504. Death of ISABELLA, Queen of Spain, and friend of COLUMBUS, November 26, aged 53. COLUMBUS returned from his fourth and last voyage. The Venetians, jealous of the new Indian trade of the Portuguese, incite the Mamelukes of Egypt to commence hostilities against them. 1505. FRANCESCO DE ALMEIRA, Portuguese Viceroy, established factories along the coast of Malabar, and his fleets interrupted the commerce of Egyptians and Venetians. 1506. The sugar-cane brought to Hispaniola from the Canaries. The GREAT HARRY, the first ship of the English navy, built. 1507. MARGARET of Savoy, Governess of the Netherlands, concluded a commercial treaty with England. Portuguese settlements formed on Ormus by ALBUQUERQUE, and on Ceylon by ALMEIDA. Madagascar visited by TRISTAN D'ACUNHA. 1509. The Venetians recover Padua, and rise again in power. DIEGO COLUMBUS (son of CHRISTOPHER) Governor of Spanish America.

1510—1520.—The Portuguese established themselves (1511) at Malacca, which becomes the centre of their trade with the neighboring islands and with China. 1513. VASCO NUNEZ DE BALBOA crosses the Isthmus of Darien, and reaches the Pacific. 1515. The Rio de la Plata discovered by JUAN DIAZ DE SOTIS. 1516. Death of FERDINAND of Spain, January 23, aged 64. 1517. The Portuguese trade with China at Macao. Negro slaves brought to Hispaniola. The sweating sickness (cold plague) raged in London. 1518. SILVEIRA opens the Portuguese trade with Bengal. 1519. FERNANDO CORTEZ attacked Mexico. FER-

NANDO DE MAGELHAENS sailed on his expedition to the Pacific, and having passed through the straits now bearing his name, discovered the Ladrones and Philippines, and was murdered by the natives. 1520. CORTEZ took the city of Mexico.

1521—1530.—After the death of MAGELHAENS (1521) CANO conducted the squadron to the Moluccas, and (in 1522) returned to Seville, *via* Cape of Good Hope, having concluded the first circumnavigation of the globe, in 1,154 days. 1524. First discovery of Peru by PIZARRO and ALMAGRO.

1531—1540.—Porto Bello and Cartagena (Spanish Main) founded in 1532. Mines of Zacatecas discovered. 1533. CORTEZ conquered Cusco and Quito, the capitals of Peru. 1534. The Sound opened to the Netherlands merchants. Canada discovered by CARTIER. 1535. The use of tobacco first known in Europe. 1536. Final subjugation of Peru. Discovery of California by CORTEZ. 1537. Conquest of New-Granada. 1540. Cherry trees brought from Flanders and planted in Kent, England.

1541—1550.—The Portuguese admitted (1542) to trade with Japan. 1543. Death of COPERNICUS; he deferred until his last days the publication of his great work, *De Orbium Cælestium Revolutionibus*. 1545. Discovery of the mines of Potosi. 1546. Rate of interest in England fixed at 10 per cent. (37, HENRY VIII.) 1548. Introduction of the orange tree from China into Portugal.

1551—1560.—The London Steelyard Company (the first commercial company established in England, 1232) deprived (1551) of their privileges. 1552. All loans at usury declared illegal, and subject to forfeiture in England. The King of France (HENRY II.) prohibits the export of money. 1558. The Salters' Company, London, established. 1560. Ordinary rate of interest at Antwerp, 12 per cent., and fixed at the same rate in Germany, Flanders and Spain by CHARLES V. Bourse established at Antwerp.

1561—1570.—Merchant Tailors' School, London, (1561), instituted. 1564. The Manillas, ceded by Portugal to Spain, received the name of the Philippines. 1567. The Royal Exchange, London, founded by Sir THOMAS GRESHAM, September 7. Caraccas, in Venezuela, built by the Spaniards. 1568. Some ships, conveying money from Spain to the Duke of Alva, are detained by Queen ELIZABETH at Southampton and Plymouth. 1569. LUIS DE ATALDE revives the waning power of Portugal in India. Drawing of the first English Lottery. 1570. The Royal Exchange, London, opened by Queen ELIZABETH.

1571—1580.—Rate of interest limited in England to 10 per cent. 1571. Large accumulations of gold from America. Manilla built (1573,) and made the seat of a Spanish Viceroy. 1576. The plague devastated Italy—70,000 died at Venice. MARTIN FROBISHER sailed, June 11, to seek a northwest passage; failed and returned. 1577. DRAKE commenced his voyage round the world, November 15. 1578. The Norwegians attempted to interrupt the English commerce with Archangel. California explored by DRAKE. First colony planted in Virginia by GILBERT. Tulips introduced into England. 1579. Queen ELIZABETH entered into a treaty of commerce with the Sultan, and established the Turkey Company. 1580. DRAKE returned from his voyage, November 3; the order of knighthood conferred upon him.

1581—1590.—Correction of the calendar by GREGORY III.; (1582;)

October 5th made the 15th. 1583. Queen ELIZABETH claimed the sovereignty of Newfoundland and fortified St. John's. 1584. RALEIGH conducted a second colony to Virginia. 1585. DRAKE and FROBISHER, with a powerful fleet, attacked the Spanish settlements in the West Indies. DAVIS explored the northeast coast of America. Coaches first used in England. 1586. Success of DRAKE in Hispaniola, San Domingo and Florida. Potatoes and tobacco introduced into England. CAVENDISH sailed on his expedition. 1587. The Scottish Parliament (JAMES VI.) adopted 10 per cent. as the maximum rate of interest. 1588. The Spanish armada sailed from Lisbon May 29, entered the English Channel July 19, and was defeated. Lord BURLEIGH established the first newspaper, *The English Mercury*. 1589. CAVENDISH returned with great wealth, taken from the Spanish settlements during his voyage round the world. The stocking frame invented by Rev. WILLIAM LEE, of Cambridge. 1590. The first paper-mill in England, established by JOHN SPILLMAN, at Dartford in Kent.

1591—1600.—English ships pursued the whale-fishery (1591) at Cape Breton. Telescopes improved and brought into general notice by JANSEN, of Middleburg. 1593. Whalebone first used in England. 1594. The Falkland Islands discovered by HAWKINS. 1595. Oranges first known in England. 1598. Whale-fishery commenced at Spitzbergen. 1600. The English East India Company established.

THE SEVENTEENTH CENTURY.

The seventeenth century was distinguished for a still wider range of geographical discovery. The English, under the auspices of JAMES I., CHARLES I. and CROMWELL, planted vigorously their colonies in New-England, Maryland and on the southern portions of the North American coast—established their factories beyond the Cape of Good Hope. The East India Company obtained its charter, and thus opened English trade and government over an area of 750,000 miles, and a population of 104,000,000. The commercial prosperity of the Dutch excited the jealousy of CROMWELL, by whom most vigorous efforts were made to subdue their naval power. Under LOUIS XIV. and the auspices of the illustrious legislator, COLBERT, the *Ordonnances de la Marine et de la Commerce* were constructed in 1681—the first systematic and complete body of laws relating to commerce by sea and land published in Europe; a system which became immediately the basis of the maritime legislation of Europe. The revocation of the edict of Nantes by LOUIS XIV., October 24, 1685, was a severe blow to the prosperity of France. This unjust policy lost to France 800,000 Protestants, and gave to England (part of these) 50,000 artisans. Many of these were silk weavers, who settled at Spitalfields, Soho, St. Giles, &c. The Dutch actively planted their colonies in Asia and America; the foundation of New-York was laid. They discovered Van Diemen's Land and New-Holland, settled the Cape of Good Hope and Guyana. The French, at the same time, were pushing their settlements at Quebec and other portions of Canada. Louisiana, and the Mississippi and Illinois rivers, were explored by Father HENNEPIN. The successes gained by Europeans in South America gave rise to the buccaneers, who for many years infested the seas. The century is also remarkable for the establishment of the Bank of England; the commencement of the British national debt; the more general diffusion of geo-

graphical knowledge and of science throughout Europe, and for improvements in shipping and the extension of commerce throughout the world.

1601—1610.—Debate on monopolies (1601) defended by FRANCIS BACON—abolished by Queen ELIZABETH. The first English factories established on the Malabar coast. 1601. The rate of interest in France (HENRY IV. and SULLY) fixed at $6\frac{1}{2}$ per cent. 1602. Artichokes introduced into England from Holland; Asparagus from Asia; Cauliflower from Cyprus. 1604. The plague raged violently in London. 1606. English companies chartered for settlements in Virginia. The French established themselves in Canada. New-Holland discovered by the Dutch. 1608. HUDSON explores the bay now known as HUDSON'S Bay. Quebec built. 1609. Many Puritans left England for Virginia with Sir THOMAS GATES and Sir G. SOMERS—the latter driven to the Bermudas (or SOMERS' Island.) The Dutch, by levying heavy tolls at the mouth of the Scheldt, transfer the commerce of Antwerp to Amsterdam and Rotterdam. Copper coin first issued by the mint, London. Armistice of twelve years concluded between Spain and the United Provinces. 1610. Batavia settled by the Dutch on the Island of Java. The invention of the thermometer ascribed to FRA PAOLO, to SANCTORIO and to DREBBLE of Alkmaar.

1611—1620.—The United Provinces obtained (1612) from the Turks advantageous terms in their commerce in the Levant. 1613. English factories established at Surat, in India, and at Gombroon, on the Persian Gulf. The buccaneers noted on the coasts of America. 1614. Logarithms invented by Lord NAPIER. 1615. Coffee in use at Venice. 1616. BAFFIN explored the bay to which his name was given. 1618. First voyage of the Danes to India; and settlement at Tranquebar. Patent granted for a fire-engine for raising ballast and water, nearly on the principle of the steam-engine. 1620. Silk first manufactured in England. Plymouth colony settled.

1621—1630.—The conquests of the Dutch commenced. First permanent settlement on Manhattan Island (1621) by the Dutch. The colony at Nova Scotia (1652) settled by the Scotch. 1624. The rate of interest in England reduced to 8 per cent., (21 JAMES I.), and in Scotland in 1632. 1625. The culture of silk commenced in Virginia. 1626. French settlements at Senegal and Guyana. 1627. Success of the Dutch Admiral, HEIN, in Brazil; Essequibo, in Guyana, founded by him.

1631—1640.—CHARLES I. revived monopolies, sold patents and privileges to new companies, and imposed a stamp on cards. 1632. A colony of Catholics, under Lord BALTIMORE, settled in Maryland. The Dutch acquired the Island of St. Eustatia. 1634. Writ for levying ship-money in England. The Dutch took Curacoa. 1635. Proclamation in England against hackney coaches standing in the streets. Gaudaloupe and Martinique appropriated by France. 1637. The levy of ship-money unpopular. 1640. Ship-money voted to be illegal.

1641—1650.—TASMAN discovered Van Diemen's Land, (1642,) and named it in honor of the Dutch Governor of Batavia. 1643. Cayenne colonized by the French. VAN DIEMEN sent DE VRIES and SCHAEF to explore the ocean north of Japan. 1645. The greater part of Candia conquered by the Turks. 1647. HUYGENS invented and applied the pendulum to clocks. 1650. The Dutch took possession of the Cape of Good Hope.

1651—1660.—Quarrel between the English and the Dutch (1651) about the right of fishing; the massacre at Amboyna, and colonial encroachments. Rate of interest reduced by the Rump Parliament to 6 per cent. 1660. Tea used in London.

1661—1670.—Bombay and Tangier ceded to England, (1662,) and free trade with Brazil. 1663. The profits of the English post-office and wine licenses, granted to the Duke of York. The finances, manufactures, commerce, marine and colonial systems of France, improved under COLBERT. 1665. London afflicted by the plague, April 28. 1666. Great fire in London, from September 2 till September 6; property destroyed valued at £8,000,000. 1667. A tax of twelve pence levied on every ton of coal brought into London, January 18, to aid the rebuilding of London. The first stone of the new Royal Exchange laid (August 23) by CHARLES II.

1671—1680.—The money in the Exchequer (12th January, 1672) seized by CHARLES II. Great confusion and commercial distress followed. 1680. The publication of newspapers and pamphlets without a license declared (May 16) to be illegal in England.

1681—1690.—A penny-post first established in London, (1683,) by a private individual named MURRAY. 1685. The Pope of Rome, by compulsory process, reduced the rates of interest on the public debt from 4 to 3 per cent. 1688. The Venetians made further progress in Dalmatia.

1691—1700.—Origin of the Bank of England, (1694, 25th April,) under WILLIAM III. Stamp duties in England commenced, 28th June. 1695. Commissioners appointed for building Greenwich Hospital. 1697. Charter of Bank of England renewed till twelve months' notice. 1698. Address of the English House of Commons to WILLIAM III., for the discouragement of the woollen manufacture and the promotion of the linen, 10th June. 1699. CZAR PETER introduced the computation of time in Russia by the Christian era, but adhered to the old style. DAMPIER explored the northwest coast of New-Holland.

THE EIGHTEENTH CENTURY.

The progress of geographical knowledge rapidly increased throughout Europe during this century; and important projects were entertained with a view to settle remote colonies, and thus extend the commerce with other nations. The Darien expedition, under WILLIAM PATERSON, had left Scotland in the year 1698. This gave rise to the South Sea Company in 1710—1712, and further gave rise to many of the monopolies granted early in the century. The Dutch, the Swedes and the Danes all strove to extend their commerce in the East Indies; and vigorous efforts were made by the French and the English to attain the ascendancy in the West Indies. ANSON, VANCOUVER and COOK made their noted voyages of discovery. The century was further distinguished for the introduction of cotton from Jamaica and other West India islands into Europe, and its conversion into wearing apparel as a substitute for the use of woollen and linen goods. Before the collision between England and her colonies, ARKWRIGHT had made known his important improvement in cotton-spinning; and, soon after, the more important invention of WHITNEY accomplished for the American planter the great labor-saving machine known as the cotton gin.

The expensive wars between France, England, Spain, Holland, &c.,

had drained England of much of her material wealth, forcing her to tax her colonies for her own support. This apparent necessity led to the stamp tax and tax on tea, which, in turn, were the leading causes of the revolution against the mother country.

This century was likewise noted for the first experiments in the steam-engine; (WATT'S;) the extensive operations of the East India Company as a commercial monopoly; the rapid extension of commercial transactions between Western Europe and India, and North and South American colonies. The first financial revulsion took place; the stoppage of the Bank of England; riots among the working classes, produced by the expensive wars from 1750—1800.

1701.—A "Council of Trade" suggested by WILLIAM PATERSON. 1704. The *Boston News Letter* published—the first newspaper in the American colonies. 1708. Bank of England charter renewed, and again in 1713. 1709. Copyright act in England, 8 ANNE. 1710. The South Sea Company originated, 6th May.

1711—1720.—A capital of £4,000,000 raised (1711) for the South Sea Company. 1711. Rio Janeiro taken by the French Admiral, DUGUAI TROUIN. 1712. The first stamp duty on newspapers levied in England. 1713. The *Clarendon Press* established at Oxford, by the profits of the History of the Rebellion. 1714. The rate of interest in England reduced from 6 to 5 per cent., and all contracts at a higher rate declared void. 1716. JOHN LAW originated his banking and Mississippi schemes. 1717. First project of a sinking fund for the liquidation of the English national debt. LAW obtained extended privileges for his bank. 1718. LAW'S Company declared to be the Royal Bank. WILLIAM PATERSON, projector of the Bank of England, died. 1720. The South Sea Company Act, passed 7th April. South Sea stock rose to 890, June 2. Rage for speculative schemes. Seventeen petitions for joint-stock patents refused. South Sea bubble burst, 30th September.

1721—1730.—The directors of the South Sea Company (1721) taken into custody, 24th January. AISLABIE and other members of Parliament implicated, expelled. WALPOLE, Lord Treasurer and Chancellor of the Exchequer, 2d of April. The estates of directors of South Sea Company, amounting to two millions sterling, forfeited. 1723. Act passed to prohibit English subscriptions to the Ostend Company. 1725. Tumults at Glasgow, 25th June, on account of the malt tax. 1726. Cotton a staple product of Hispaniola. 1729. Fire at Constantinople; 12,000 houses and 7,000 people perished. JOHN LAW died at Venice, 21st March, aged 58. 1730. Charter of the East India Company renewed.

1731—1740.—Culture of silk commenced (1732) in Georgia. Parliamentary grant to Sir THOMAS LAMB (1732, April 3) for having introduced the silk engine. 1733. The English government refused to join the Dutch in stopping the East India commerce of the Danes and Swedes. 1733. The Excise law proposed in England, and abandoned by WALPOLE. 1734. English act passed against stock-jobbing. The new Bank of England building opened 5th June, in Threadneedle-street. 1736. High tide in the Thames. Westminster Hall flooded. Parliamentary debates published in the *Gentleman's Magazine*. 1740. The first circulating library in London established at 132 Strand. Parliamentary debates prepared by Dr. JOHNSON.

1741—1750.—Charter of Bank of England (1742) renewed. Lord

ANSON returned (1744) from his voyage round the world, with £1,250,000 in treasure. 1750. A riot at Tiverton, against the introduction of Irish worsted yarns, 16th January. Bounties granted, and a company formed to encourage the British and white herring and cod fisheries.

1751—1760.—An act of Parliament (1751, 24 GEORGE II.) orders the Gregorian (or new) style to be used in Great Britain. 1753. Two thousand bales of cotton exported by Jamaica. 1754. Commencement of war between England and France, and military operations under WASHINGTON, in Virginia, &c. 1759. The Bank of England issued £15 and £10 notes, 31st March. 1760. Culture of silk commenced in Connecticut.

1761—1770.—Opening of the Duke of BRIDGEWATER'S Canal (1761) between Manchester and Liverpool. 1762. The Island of Cuba surrendered to Lord ALBEMARLE and Admiral POCOCKE. Martinique, St. Lucia, St. Vincent and other islands taken from the French. 1764. First improvement of steam-engine, by WATT. Bank of England charter renewed. 1765. Stamp Act for America passed by the British Parliament, March. 1767. The House of Commons resolved to impose duties on various articles imported into America.

1771—1780.—ARKWRIGHT'S second patent (1771) for his improvement in cotton-spinning. Culture of silk commenced in Pennsylvania. 1772. Commercial panic in London, caused by the failure of NEALE, FORDYCE & Co., bankers. 1773. Tea destroyed in Boston harbor, 16th November. The Governor of Bengal made governor of all the British settlements in India. 1774. The petition of the Massachusetts Assembly to Parliament, presented (January) by Dr. FRANKLIN, who was then removed from the office of deputy postmaster-general for the colonies. BURKE'S celebrated speech on the tea tax, April 19. 1774. WATT, in partnership with BOULTON, founds his steam-engine establishment at Soho. 1776. Captain COOK sailed on his third voyage. 1780. Charter of the first Bank of North America, approved by Congress 26th May.

1781—1790.—Bank of England charter renewed, on making further advances to government of £3,000,000. NECKER published his financial statement for France, 1781, and retired from office. 1782. National Bank of Ireland established. 1783. Charter granted to the Bank of Ireland. 1784. The Bank of New-York chartered, 9th June. 1786. British treaty of commerce with France. 1787. "Pennsylvania Society for the encouragement of Manufactures and the Useful Arts," formed. Cotton exported by West India Islands. 1789. Issue of assignats in France, 17th December.

1791—1800.—VANCOUVER'S voyage of discovery (1791.) The buckle-makers of Birmingham petitioned Parliament against the use of shoe-strings. Numerous riots at Birmingham. 1793. The first ambassador from Turkey arrived in London, December 20. WHITNEY'S cotton-gin invented and first used. 1795. Embargo on all Dutch ships in English ports, 26th January. WARREN HASTINGS acquitted, 23d April. 1797. Suspension of the Bank of England, 26th February. Notes of £1 and £2 first issued, March 11. 1798. Silver tokens issued by the Bank of England, 1st January. 1799. Sugar first extracted from beet-root, by the Prussian chemist, ACHARD. 1800. General distress and riots in England, caused by the high price of bread, January. Dispute respecting the close of the century. LALANDE decided that 31st December, 1800,

is the last day of the eighteenth century. Union of Great Britain and Ireland, 2d July. Bank of England charter renewed until 1833.

THE NINETEENTH CENTURY.

The discoveries, inventions and progress noted in three centuries, ending with the year 1800, have all been eclipsed by the astonishing events of the present century. The application of steam as a propelling power may be considered as the most important of these changes. The next of importance to the world may be said to be the rail-road—not only in developing production, but as a means of civilization and in bringing together remote interests. The vast commercial interests of the world have been more fully promoted by the invention and use of the magnetic telegraph—an invention for which the civilized world is largely indebted to the genius of Professor MORSE. While the progress and changes in the physical world have been greater than at former periods, the reform and changes in the science of law and government, and in the social condition of men, have been still greater. Among these revolutions we may name—first, the modification of the Corn Laws of England, after centuries of obstinate legislation; second, the introduction of cheap postage; third, the adoption of general laws for corporations, in lieu of special charters. Science has at the same time demonstrated the importance of gutta serena to the world. Steamboats and steamships have been introduced into the waters of all parts of the world. Twenty-five thousand miles of rail-road now penetrate the remotest corners of the United States. The population of the United States has increased from 5,300,000 at the opening of the century, to about 30,000,000 in the year 1858. The number of post-offices has increased in the same time from 903 to 27,000, and their revenue from \$280,000 to \$8,000,000. The tonnage of the Union has increased from 1,000,000 tons to 5,000,000—the foreign imports from \$91,000,000 to \$350,000,000, and the customs revenue from \$9,000,000 to \$64,000,000. The discovery of gold in California and in Australia has led to the further development of commerce, navigation, manufactures and trade; and the rapid changes still going on would indicate that the next fifty years will be as prolific as the last half century.

1801—1810.—Embargo laid (January, 1801) on all Russian, Danish and Swedish vessels in English ports. 1802. Santee Canal, South Carolina, completed. 1803. Louisiana sold by France to the United States for \$15,000,000. The first printing-press in New South Wales established at Sydney. Caledonian Canal opened for travel. Trial of steamboat on the Seine, by ROBERT FULTON, 9th August. The first bank in Ohio chartered. 1804. WILBERFORCE'S slave-trade bill rejected by the House of Lords. The Code NAPOLEON adopted. Ice first exported from the United States to the West Indies. 1805. The Gregorian calendar again adopted in France. 1806. The Cape of Good Hope surrendered to the English. Abolition of the slave-trade by English Parliament, 10th June. The loom invented by JACQUARD, a mechanic of Lyons, purchased by the French government for public use. East India docks opened at London, 4th August. 1807. Milan decrees against English commerce, 11th November. FULTON'S first voyage on the Hudson. The Bank of Kentucky chartered. First manufactory of woollen cloths in the United States, established at Pittsfield, Massachusetts. Middlesex Canal, Massachusetts,

completed. 1808. Manufacturing districts of Manchester, &c., petitioned for peace. 1810. Deaths by suicide, of ABRAHAM GOLDSCHMIDT, FRANCIS BARING and other English merchants.

1811—1820.—English guineas publicly sold for a pound note and seven shillings. 1811. Mr. HORNER's proposition for resumption of cash payments in England rejected. First steamboat built at Pittsburgh. 1812. Serious riots in the manufacturing districts of Lancashire and Yorkshire. Declaration of war by the United States against England, 18th June. 1814. London *Times* first printed by steam, 20th November. 1815. Veto of the United States Bank bill by President MADISON; bank re-chartered for 20 years. 1816. The new Russian tariff prohibited the importation of nearly all British goods. Bank of England advanced £3,000,000 further to government, making a total of £14,000,000. 1817. Paris first lighted by gas. First steamboat from New-Orleans to Louisville. 1818. First Polar expedition of Captain JOHN FRANKLIN left England. Steamboats built on Lake Erie. 1819. Emigration to Cape of Good Hope encouraged by the British government. The steamship SAVANNAH arrived at Liverpool from the United States, 15th July. Commencement of the suspension bridge over the Menai by TELFORD. The first bank in Illinois chartered. 1820. Florida ceded to the United States by Spain. Suspension bridge over the Tweed. First steamer ascended the Arkansas River.

1821—1830.—Captains PARRY and LYON's expedition to the Arctic Ocean left England 30th March, 1821. Bank of England resumed specie payments. 1822. Funeral of COURTS, the London banker, 4th March. The first cotton mill in Lowell erected. 1823. Revival of business in the English factories. 1824. Advance in the prices of agricultural produce in England. Act passed for the Thames Tunnel, 24th June. FAUNTLEROY, banker, hung for forgery, 30th November. Champlain Canal, New-York, completed. 1825. Panic in the English money market, December. Failure of numerous country banks. Erie Canal completed. 1826. Mr. HUSKISSON's free trade policy advocated in the House of Commons by vote of 223 to 40. Coin in Bank of England reduced to £2,460,000, 28th February. 1827. Commercial confidence restored in England, and employment for the poor. "Society for the Diffusion of Useful Knowledge" established, at the instance of Lord BROUGHAM. Union Canal, Pennsylvania, completed. Quincy Rail-Road completed. 1828. Delaware and Hudson Canal, Syracuse and Oswego Canal, New-York, completed. India rubber goods manufactured in Connecticut. 1829. Increase of silk manufactures in England, and reduction of duty on raw silk. Prize awarded to Mr. STEPHENSON for his locomotive engine on the Liverpool and Manchester Railway. Subscription by Congress to the Chesapeake and Ohio Canal, May 3. Departure of Captain Ross on his voyage of discovery. Chesapeake and Delaware Canal opened, 17th October. 1830. Opening of the Liverpool and Manchester Railway, 15th September. Free navigation of the Black Sea opened to the United States by treaty, 7th May. CHARLES X. fled from Paris, 31st July. West India trade with the United States opened to British vessels. Independence of Belgium acknowledged. Pennsylvania State Canal finished.

1831—1840.—Parliamentary reform bill introduced in 1831 by Lord JOHN RUSSELL; rejected by the House of Lords, 8th October. Free

trade convention at Philadelphia, October 1. STEPHEN GIRARD died, 26th December, aged 84. Insurrection in Jamaica, 28th December. 1832. Veto of United States Bank bill by President JACKSON, 10th July. New tariff act passed by Congress, July. Ohio State Canal finished. Albany and Schenectady Rail-Road, Columbia Rail-Road, Pennsylvania Rail-Road, Newcastle and Frenchtown Rail-Road, completed. 1833. Ice first exported to the East Indies from the United States, 18th May. Opening of the China trade to the English. East India Company charter renewed; ceased to be a commercial body. Bank of England charter renewed. Usury restrictions removed in England from all commercial paper having less than three months to mature. Mr. CLAY's tariff bill passed by Congress. Removal of the deposits from the United States Bank, September. 1834. The Chinese suspend intercourse with the English at Canton. The first bank in Indiana chartered. London and Westminster Bank commenced business, 10th March. Resolution of the United States Senate condemning President JACKSON for removal of deposits, March. Nomination of ROGER B. TANEY as Secretary of the Treasury rejected by vote of 28 to 18. Abolition of slavery in British West Indies. Baltimore and Ohio Rail-Road opened for travel to Harper's Ferry, 1st December. Bank of Maryland failed, 24th March. 1835. French Indemnity bill passed, 18th April. Baltimore and Washington Rail-Road opened for travel, 23d August. Bank of Maryland riots in Baltimore, 8th August. Loss of \$20,000,000 by fire in New-York, 16th December. Boston and Providence Rail-Road, Boston and Worcester Rail-Road, completed. 1836. Charter of United States Bank expired, March 4, and succeeded by Pennsylvania United States Bank. Reduction of the newspaper stamp duty in England, 15th September. Failure of the Commercial and Agricultural Bank of Ireland. Anthracite coal used for steamboats on North River. Independence of South American republics acknowledged by Spain, 4th December. 1837. Panic in the London market, June. Failures of American bankers in London. Further modifications of the usury laws of England. Failure of banks in the city of New-York, May 10. Grand Junction Railway, England, opened, 4th July. Revolt in Canada. Mont de Piété, Limerick, established. 1838. Railway opened from London to Southampton, 17th May. Wreck of the FORFARSHIRE; heroism of GRACE DARLING, 5th September. Royal Exchange, London, burned, 10th January. Resumption of specie payments in New-York, May. Sub-Treasury bill defeated in Congress, June. United States Exploring Expedition, under Captain WILKES, left Hampton Roads, 19th August. Imprisonment for debt abolished in England. 1839. British trade with China stopped, December. Second suspension by the banks at Philadelphia, 9th September, followed by bank failures in the South and West. Western Rail-Road, Worcester to Springfield, opened, 1st October. Union Bank, London, commenced business. 1840. Penny postage adopted in England. Antarctic continent discovered by WILKES, 19th January. First steam vessel at Boston arrived from England, 3d June. First CUNARD steamer (the BRITANNIA) arrived at Boston, 18th July; and the ACADIA, 17th August. Fiscal Bank bill vetoed by President TYLER, 16th August. Bankrupt law passed by Congress, 18th August. Bill for distribution of public lands passed by Congress, 23d August. Fiscal corporation bill vetoed by

President TYLER, 9th September. Loan of \$12,000,000 authorized by Congress.

1841—1850.—The island and harbor of Hong Kong ceded (1841) by the Chinese to England. Pennsylvania United States Bank failed third time, 5th February, and made an assignment, 4th September. Union of Upper and Lower Canada, 10th February. Foreign trade of Canton suspended, and hostilities with the English renewed, 21st May. Canton taken, 27th. American clocks exported to England. 1842. Anti-corn law movement in Parliament by Sir R. PEEL. Captain WILKES returned from his exploring expedition, 11th June. ASHBURTON treaty ratified by the Senate, 20th August. British treaty with China, (29th August,) by which it was agreed to open five free ports. 1843. Return of Captain Ross from the South Pole, 6th September. Treaty of commerce, by Sir H. POTTINGER, with China. 1844. Treaty of annexation of Texas to the United States rejected by the United States Senate, 8th June. Anti-riot riots in New-York, August. Re-charter of Bank of England. Magnetic telegraph between Baltimore and Washington. Cheap postage act of United States went into operation, July 1. 1845. Treaty between United States and China ratified by United States Senate, 16th January. Sir JOHN FRANKLIN left England, 25th May, on his Arctic expedition. Anti-corn law league at Manchester. Steamship GREAT BRITAIN arrived at New-York, 10th August. Treaty of annexation of Texas ratified by the United States Senate, 1st March. Loss of \$6,000,000 by fire in New-York city, 19th July. PEEL ministry resigned, 11th December. 1846. Oregon treaty between England and the United States, signed in London, 17th July. Second failure of the potato crop in Ireland. Steamship GREAT BRITAIN stranded in Dundrum Bay, 22d October. Declaration of war with Mexico by the United States, 12th May. New tariff bill passed by Congress, 28th July. Veto of French spoliation bill by President POLK, 8th August. 1847. Gold in California discovered. United States ship JAMESTOWN left Boston, 28th March, and frigate MACEDONIAN, 18th July, with provisions for the relief of the Irish. Great commercial distress throughout Great Britain, September to November. 1848. The State of Maryland resumed payment of interest, 1st January. Treaty of peace between Mexico and United States, signed 30th May. Suspension bridge at Niagara Falls completed, 29th July. Edict to incorporate Bank of France with nine branches, 27th April. India rubber life-preservers invented. 1849. Penny postage adopted in Prussia. First experiment of a submarine telegraph at Folkstone. 1850. Invasion of Cuba by LOPEZ. £20,000 reward offered by Parliament for discovery of Sir JOHN FRANKLIN, 8th March. COLLINS' line of steamers to Liverpool commenced operations. Steamer ATLANTIC left New-York, 27th April. The celebrated Kohinoor diamond, valued at \$2,000,000, brought to England, July.

1851.—The London exhibition opened, May 1. Contract of Pacha of Egypt with Mr. STEPHENSON for a rail-road from Alexandria to Cairo. Railways completed between St. Petersburg and Moscow, Dublin and Galway. COLLINS' steamer PACIFIC arrived in Liverpool, May. Yacht AMERICA won the race at Cowes, 22d August. Hudson River Rail-Road opened to Albany, 8th October. Dr. KANE returned from the GRINNELL expedition, October.

1852.—Construction of French Crystal Palace ordered, February.

Expedition of United States naval forces to Japan, March. Dr. RAE returned from his search for Sir JOHN FRANKLIN, February. Ship PRINCE ALBERT returned from search for Sir JOHN FRANKLIN, 7th October.

1853.—Trial trip of the caloric steamship ERICSSON from New-York to the Potomac, 11th January. Second Arctic expedition left New-York, 31st May. American expedition arrived at Japan, 8th July. Loss of the steamship HUMBOLDT, 5th December.

1854.—Combined fleets of England and France entered the Black Sea, 11th January. Loss of the steamer SAN FRANCISCO, 5th January. Steamer CITY OF GLASGOW lost, March. Declaration of war by England against Russia in behalf of Turkey, 28th March. Commercial treaty between United States and Japan. French loan of 250,000,000 francs, announced March 11, and Turkish loan of £2,727,400. London joint-stock bankers admitted to the clearing-house, June 7. Crystal Palace at Sydenham opened, 10th June. Bombardment of San Juan by ship CYANE, 13th July. Loss of steamer ARCTIC, 27th September. Captain McCURE returns from Arctic discovery, 28th September.

1855.—Discovery of Captain FRANKLIN'S remains. £10,000 awarded Captain McCURE by Parliament. Paris exhibition opened 15th May. Submarine telegraph wire laid in Black Sea. Resistance by United States to payment of Sound Dues. First rail-road train crossed the Suspension bridge at Niagara, 14th March. French loan of 500,000,000 francs taken, 18th January. Suspension of PAGE, BACON & Co., ADAMS & Co., San Francisco, 22d February. English loan of £16,000,000 taken by ROTHSCHILDS, 20th April. Ships ARCTIC and RELEASE, Capt. HARTSTEIN, left New-York for relief of Dr. KANE and party.

1856.—The Arctic discovery-ship, RESOLUTE, was delivered to the British authorities at Portsmouth, 30th December.

1857.—Expulsion of JAMES SADLEIR from the House of Commons, for fraud, February 16. Trial trip of the United States frigate NIAGARA, April 22. Count D'ARGENT, Governor of the Bank of France for twenty-one years, resigned May. Suspension of Ohio Life and Trust Company, New-York, August 24. Suspension of the banks of Philadelphia, Baltimore, &c., September 25. New-York banks suspended October 14. Suspension of WILSON, HALLETT & Co., Liverpool; HOGG & Co., Liverpool; JOHN MONROE & Co., bankers, Paris, and numerous others, November. Suspension of Bank of England charter, November 12. Severe storm on north coast of Scotland, November 23. Resumption of specie payments by New-York banks, December 14. Canton bombarded by the English and French, December 28.

1858.—Attempt to assassinate the Emperor NAPOLEON, 14th January. Loss of the "AVA," mail steamer from Calcutta to Suez, 1st February. The LIVINGSTON exploring expedition sailed from Liverpool, 10th March. Conference at Shanghai of the representatives of Great Britain, France, Russia and the United States, 30th March. Great fire at Christiana, Sweden, destroying three-quarters of the city, 13th April. Forts at the mouth of the Peiho, near Pekin, captured by the English and French forces, 20th May. Treaty between Great Britain and China, signed at Tientsin, 26th May. A new boundary treaty between Turkey and Persia, signed at Constantinople, 29th May. Convention agreed to for the suspension of hostilities between the Turks and Montenegrins, 5th June. Jeddah bombarded by the British ship CYCLOPS, 23d July, and again on

5th August. Second treaty between United States and Japan signed, July 28. Lord ELGIN landed and negotiated, at Jeddo, a treaty between Great Britain and Japan, 12th August. Important financial reforms adopted by the Sultan of Turkey, 18th August. Message by Atlantic Telegraph, from Queen VICTORIA to President BUCHANAN, 22d August. The Hamburg screw-steamer "AUSTRIA" burned at sea; upwards of 400 of the passengers and crew were lost, 13th September. Crystal Palace at New-York destroyed by fire, 5th October. Royal proclamation issued throughout India, announcing transference of authority of the East India Company to the home government, 1st November.

1859.—Death of Baron HUMBOLDT, aged 92 years, May 6. English and French forces accompany the English and French ambassadors to the Emperor of China; repulsed on attempting the passage up the Peiho River, with a loss of about 450 men, 25th June. The Island of San Juan, Oregon, taken possession of by Gen. HARNEY in the name of the United States government, 1st July. Terrific gale, causing extensive loss of life and property, over England and on the coasts, 26th October. Severe gale through the southern districts of England, 1st November. The steamship INDIAN, from Liverpool, wrecked upon Seal Ledge, 65 miles east of Halifax; 24 of the passengers and crew lost, 21st November. First train passes over Victoria Bridge in Canada, 24th November.

1860.—Peace is concluded between Buenos Ayres and the Argentine Confederation, 5th January. Falling of the Pemberton Mills at Lawrence, Mass., 10th January. United States five per cent. loan, \$1,100,000, negotiated, January 31. First silver bullion received from the Washoe silver mines. A treaty signed between France and Sardinia for the annexation of Savoy and Nice to France, 24th March. The Japanese Embassy arrives at San Francisco, 29th March. First pony express reaches Carson Valley in 8½ days from Missouri, 12th April. Attack on the Bank of England by Messrs. OVEREND, GURNEY & Co., bankers, defeated, April. Fraud in Union Bank of London discovered, April 23; loss £263,000. Fraud in Pacific Mail Steamship Company stock discovered at New-York, May 18. News received in London of the failure of the Red Sea telegraph, May. President BUCHANAN vetoes Homestead Bill, and it is lost, 23d June. Failure of STREATHFIELD, LAURENCE & Co., and other houses in the leather trade, London, July. The Taku forts at the mouth of the Peiho are taken by the Allies, after a strong resistance by the Chinese, 21st August. United States ten million five per cent. loan taken, October 22. Great panic in New-York stock market, November 12. Georgia banks suspended payment, November 30. Steamer PERSIA arrived at New-York from Liverpool with \$3,000,000 in gold. South Carolina secedes from the Union, 20th December. Fort Moultrie evacuated by Major ANDERSON, 26th December. Castle Pinckney and Fort Moultrie seized by State authorities, 28th December. JOHN B. FLOYD resigns as Secretary of War, 29th December. Bank of England raised rate of discount from five to six per cent., 31st December. Robbery of \$173,000 belonging to English bondholders by the Mexican government, December. Prospectus of Turkish six per cent. loan issued by M. MIREs, Paris.

[The preceding sketch is mainly from "The Cyclopædia of Commerce and Commercial Navigation," published by Messrs. HARPER & BROTHERS, N. Y., 1859.]

CHAMBERS OF COMMERCE AND BOARDS OF TRADE.

Monthly Meeting of the New-York Chamber of Commerce, November 7th.

THE regular monthly meeting of the Chamber of Commerce took place Thursday, November 7th, Mr. PELATIAH PERIT in the chair. It being understood that the Rev. MESSRS. CONWAY and TAYLOR, and Mr. FOSTER, from North Carolina, would be present and explain the destitute condition of the loyal citizens of North Carolina, a large attendance was present.

After the reading of the minutes of the October meeting, Mr. G. W. BLUNT moved that ISAAC V. FOWLER, ex-postmaster and a defaulter, be expelled from the Board, which was unanimously agreed to.

Mr. ROYAL PHELPS called the attention of the Chamber to the present bankrupt law. He said that it was the desire of merchants generally that the law should be so arranged as to afford equal protection to the debtor and creditor; that the city of New-York suffered greatly from it, and it was full time for it to be equitably arranged. He notified the Board that a meeting of the merchants for that purpose would take place on Monday evening, November 11th, at the Fifth Avenue Hotel, to which the members of the Chamber who took an interest in the subject were invited.

MESSRS. ELLWOOD WALTER, President of the Mercantile Marine Insurance Company and Secretary of the Board of Underwriters, EZRA NYE, formerly of the COLLINS line of steamships, and GEO. D. MORGAN, special agent of the Navy Department at this port, were appointed trustees of the Nautical School in New-York harbor, for the purpose of educating boys in seamanship and navigation.

Mr. DENNING DUER, after making some complimentary remarks upon the career and retirement of Gen. SCOTT, offered the following resolutions, which were unanimously adopted:

Resolved, That the Chamber of Commerce at this, its first meeting after the retirement of Lieutenant-General WINFIELD SCOTT from the command of the army of the United States, desires to join its voice to that of the constituted authorities of the nation and of the people at large, in bearing testimony to the signal services of Lieutenant-General WINFIELD SCOTT, and to his illustrious example as a man, a soldier and a citizen, through a period of more than half a century. In war, always successful; in adverse circumstances, never discouraged; in the moment of victory, never unduly elated; provident of the blood of the soldiers, and steadily set against any self-aggrandizement at the cost of a single life unnecessarily hazarded; alike in peace and in war respecting the sanctity of the law and subordinating arms to the civil authority. He passed through his long career without a stain upon his name, or a departure from the character of an able, upright Christian, soldier and gentleman.

Once and again, when foreign war seemed to threaten our country, we have turned instinctively to the great soldier as our mediator for peace,

and never in vain; and now, when the crime of the age—the rebellion of the Southern States—broke out, he, whose warning voice in advance was fatally unheeded, stood forth faithful among the faithless, and, with his great name and strong arm, bearing aloft the flag of our Union, sprinkled in times past with his blood, and blazing all over with his exploits, he planted it on the dome of the Capitol, and, inaugurating the new President beneath its folds, rescued the nation from anarchy.

Later still, when baffled traitors, rushing to arms, beleaguered the capital with overwhelming forces, and the head of the nation called all loyal men to the rescue, WINFIELD SCOTT, at Washington, was our sword and buckler, and to him flocked instantly thousands and tens of thousands of our countrymen.

And now, when the sublime uprising of the people has arrested the danger, the glorious veteran, broken with the trials of war, asks permission to remit to young and able hands the chief command, and gracefully retires, crowned with every honor that a grateful country can bestow—faithful in all the past to one flag, one constitution, one country and one great name of America.

The Chamber of Commerce deems it a privilege to express its sense of such eminent services, and to place upon its records the memorial of grateful appreciation.

Resolved, That a copy of these resolutions, duly authenticated, be presented to General SCOTT.

Mr. BLUNT said that the proper way to present these resolutions to General SCOTT would be the appointment of a committee to present them personally. He was confident the General would appreciate that course.

Mr. PHELPS thought that the better way to present them would be by letter, as the General was completely run down with visitors, and was too fatigued.

Mr. BLUNT knew that General SCOTT would make it convenient to receive the committee. The great cause of trouble with the General was, that the greater number of those who call upon him do so for the purpose of obtaining his autograph, or on business connected with the government. It was finally resolved to appoint a committee to wait upon the General at the Brevoort House, at nine o'clock the next morning, to present him with the resolutions. MESSRS. DENNING DUER, THOMAS SUFFERN, GEORGE W. BLUNT, C. H. MARSHALL, A. A. LOW, and the President, Mr. PELATIAH PERIT, were appointed said committee.

Mr. A. A. LOW spoke of the necessity of having a line of steamships, properly armed, established between San Francisco and New-Orleans, for the protection of American commerce, as also to obviate the delays and necessity of having to communicate with China through England. Mr. Low took this occasion to state that he had received advices direct from China in thirty-five days, which took seventy-five to come by Europe. He then offered the following resolution, which was adopted:

Resolved, That a committee be appointed to prepare a memorial to Congress, asking for the establishment of a line of steamers from San Francisco to Japan and China, to be suitably armed for the protection of American commerce on the Pacific, and of sufficient speed to insure a rapid transmission of the mails.

MESSRS. LOW, NYE and W. T. COLEMAN were appointed as such committee.

Mr. DAVID OGDEN, after speaking of the necessity of keeping open the canals, offered the following resolution, which was adopted :

Resolved, That a memorial from this Chamber, signed by the President and Secretary, be sent to the Canal Commissioners, asking them to keep open, until the last possible moment, the canals of this State ; and also asking them to give early notice of the same ; and also that the committee be requested to use every exertion to open the canals at the earliest possible moment in the spring.

Messrs. DAVID OGDEN, C. H. MARSHALL and W. E. DODGE were appointed a committee for that purpose.

During the meeting, as the Rev. Messrs. CONWAY and TAYLOR and Mr. FOSTER were present, Mr. W. E. DODGE took occasion to allude to the destitute condition of the loyal Union citizens of North Carolina, saying that as these gentlemen from North Carolina were in attendance, a full and accurate account could be had. The President informed the gentlemen that a meeting was to be held at Cooper Institute for that purpose, when the reverend gentlemen would have every opportunity of making a full statement on the subject referred to.

The following gentlemen were nominated for membership :

		<i>Nominated by</i>
WILLIAM LIDDERDALE,	64 Beaver-street,	PELATIAH PERIT.
CHARLES F. LOOSEY,	2 Hanover Square,	ARTHUR LEARY.
HENRY WESTON,	54 Wall-street,	CALEB BARSTOW.
JOEL WOLFE,	283 Fifth Avenue,	CALEB F. LINDSLEY.

The Chamber then adjourned.

Special Meeting of the New-York Chamber of Commerce, November 13th, 1861.

A special meeting of the New-York Chamber of Commerce was held on Wednesday, November 13th, upon the application of Messrs. OPDYKE, H. A. SMYTHE, A. C. RICHARDS, S. B. CRITTENDEN and S. DE WITT BLOODGOOD, to consider a memorial to the President of the United States, requesting that power be conferred upon provost judges to take cognizance of civil actions at law in the rebellious States. Mr. P. PERIT, President of the Chamber, presided. Mr. OPDYKE submitted and read the following memorial ;

CHAMBER OF COMMERCE, *New-York, November 13, 1861.*

To the Hon. ABRAHAM LINCOLN, President of the United States :

The memorial of the Chamber of Commerce of the State of New-York respectfully represents, that the subject now held under the consideration of your excellency, touching the power and jurisdiction of the provost judge at Alexandria, in certain actions of debt brought before him, involves questions of the deepest import to the mercantile interests of this country. Citizens of States, now in rebellion, owe to citizens of loyal States a commercial debt estimated at little less than \$200,000,000. At present there are no means of collecting any portion of these debts, nor can there be, until the authority of the United States government is re-established in the rebellious States. In fact, these States have made the

payment of any such debt a criminal offence of the highest grade, and they have also provided by law for their confiscation and appropriation to the uses of the rebel government.

Under these circumstances, the unfortunate creditors are constrained to look to their government for relief. They are aware that government can grant this relief only in the degree in which its authority is re-established, but to that extent they feel that they have a right to claim, on grounds of justice and sound policy, its friendly and earnest interposition. The restoration of the United States authority will follow the march of the federal army, and must thus be accomplished by degrees. It has already commenced. The district of Alexandria, in the State of Virginia, is now within the lines of the federal army. No civil authority exists there, but a military governor has been appointed and a provost court established. Your memorialists respectfully submit, that under such circumstances it is an imperative necessity that these military authorities should exercise all the functions of local government. A state of war does not destroy the social relations of man, and unless there exists, in its immediate presence, some kind of authority to protect the rights of persons and property, and to enforce the obligations of contracts, it would leave no traces of property behind it to satisfy the claims of creditors and others.

It is, therefore, of the highest importance, that loyal citizens should have means of enforcing their claims against debtors in reconquered districts, during the transition state, when the military is the only existing power. If their legal rights be postponed until the re-establishment of civil tribunals, it is not likely that any property will be found to satisfy their claims. The chances are, that most of it will have been appropriated to disloyal purposes.

Again, the honest and loyal debtor in the reconquered district, who should desire to prosecute his business and pay his debts, would find himself greatly embarrassed by crushing competition of disloyalists and others intending to put their creditors at defiance. This very difficulty, it is said, has been already felt at Alexandria.

The political effect of this temporary immunity, if it were granted to rebel debtors, could not fail to prove most injurious to the federal cause; for it could scarcely be expected that rebels would become loyal, when loyalty would deprive them of a plausible ground for refusing to satisfy the just demands of their creditors. The immunity, in short, would be equivalent to paying a premium for treason.

For the reasons stated, your committee deem it essential to justice and the early suppression of this wicked rebellion, as well as due to the mercantile interests of the country, which has sustained the government with such patriotic zeal and liberality, that the action of the provost court at Alexandria should be sustained by the administration, and that it should also be the invariable practice to establish such courts, with plenary power in civil causes, in every district that falls into the military possession of the United States government. It is said that the practice of this government in California, for some ten years after that territory came into its possession, affords a precedent for the adoption of this policy. But whether this be so or not, there can be no doubt but justice and expediency alike demand its adoption in the present exigency. The rules and usages of war are governed by the necessities that arise in

its actual presence, subject only to such restraints as justice, mercy and other principles of Christianity impose. It will infringe none of those to compel the disloyal debtor to appropriate the property to the payment of debts justly due to loyal creditors.

Your memorialists therefore respectfully urge your excellency to sanction the action of the Alexandria court, and to establish similar tribunals wherever the federal army establishes its authority in a rebellious State or district.

After debate by Messrs. OPDYKE, CHARLES GOULD, CONKLING, HOTALING and others, the memorial was adopted, with only one dissenting voice, and ordered to be engrossed and forwarded, duly authenticated by the officers of the Chamber. And the meeting adjourned.

Monthly Meeting of the New-York Chamber of Commerce, December 5th.

The regular monthly meeting of the Chamber of Commerce was held at 1 o'clock, Thursday, December 5th, the President, PELATIAH PERIT, in the chair, and an unusually large attendance of members.

The following gentlemen were elected members: WILLIAM LIDDERDALE, CHARLES F. LOOSEY, HENRY WESTON and JOEL WOLFE.

Mr. SAMUEL D. BABCOCK was unanimously re-elected a member of the Arbitration Committee, to serve for twelve months from this time.

Mr. CHARLES H. MARSHALL, in behalf of a Special Committee, presented the following memorial:

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

The Chamber of Commerce of the State of New-York respectfully represents, that it is important to the commercial and financial interests of this State, that the United States Assay Office at this city, shall have conferred upon it the privilege of coining into the national currency such portion of gold and silver bullion as may be deposited with the treasurer at New-York for that purpose.

That the expense, risk and loss of time hitherto and at present incurred, in sending bullion from this city to the mint for coinage, might be avoided if this power were granted to the Assay Office.

In support of these views, the Chamber deems it proper to state the following facts:

The bullion deposits at the New-York Assay Office by individuals for coinage, or for conversion into fine bars, since October, 1854, (when the Assay Office commenced business,) to the 1st October, 1861, has exceeded one hundred and eighty millions of dollars, of which was in gold, about 95.70 per cent., in silver, 4.30 per cent. Of this large sum nearly thirty per cent. was deposited in the last year, (October 1st, 1860, to October 1st, 1861,) viz.:

BULLION DEPOSITS AT THE NEW-YORK ASSAY OFFICE.

	<i>Gold.</i>	<i>Silver.</i>	<i>Total.</i>
Five years, to Oct. 1st, 1859,	\$99,256,633	.. \$5,046,601	.. \$104,303,234
One year, to Oct. 1st, 1860,	17,882,426	.. 452,118	.. 18,334,544
One year, to Oct. 1st, 1861,	55,969,553	.. 2,263,765	.. 58,233,818
	\$ 173,108,612	.. \$7,762,484	.. \$180,871,096
Annual average,.....	27,586,944	.. 1,108,926	.. 28,695,870

Thus, in the past year the deposits have increased from a previous annual average of less than twenty-one millions, (1854—1860,) to the sum of fifty-eight millions of dollars.

In order to show the usefulness of the Assay Office, even with the restricted powers thus far granted to it, it has furnished in the same period of seven years fine bars to the value of one hundred and twenty-one millions of dollars, viz. :

Gold,.....	\$ 119,656,621
Silver,.....	1,725,220
	\$ 121,381,841
Total, seven years,.....	\$ 121,381,841

An annual average exceeding seventeen millions of dollars.

And during the same period of seven years, the Assay Office has forwarded to the mint, at Philadelphia, for coinage, a sum of over one hundred and seven millions of dollars, viz. :

BULLION SENT TO THE MINT, AT PHILADELPHIA, FROM THE UNITED STATES ASSAY OFFICE, NEW-YORK, FOR COINAGE.

	<i>Gold.</i>		<i>Silver.</i>		<i>Total.</i>
First five years,...	\$ 31,670,049	..	\$ 5,025,483	..	\$ 36,695,532
Sixth year,	11,854,834	..	278,196	..	12,133,030
Seventh year,	56,082 721	..	2,198,139	..	58,280,860
	\$ 99,607,604	..	\$ 7,501,818	..	\$ 107,109,422
Annual average,	14,229,658	..	1,071,688	..	15,301,346

Thus, the amount of gold and silver forwarded to Philadelphia for coinage has increased from a previous annual average of eight millions for the first six years, (1854—1860,) to more than fifty-eight millions in the past year. The estimated expenses for mere transportation of this large sum for the year past (October, 1860, to October, 1861) was \$71,755, viz. :

For gold, one dollar per thousand,.....	\$ 64,855
For silver, three dollars per thousand,.....	6,900
	\$ 71,755

When, to the consideration of this unavoidable expense, under the present law, is added the loss of time to the depositor, THE ANNUAL LOSS may be estimated at about one hundred thousand dollars; a sum which it is now thought will be sufficient to put the present Assay Office in complete order for coining all the gold and silver that may be required by the owners or depositors at New-York.

In order to show what an important part the port of New-York plays in the great bullion movement of the country, the Chamber of Commerce presents the following summary of receipts at New-York for the seven years since the Assay Office was established :

<i>Year.</i>	<i>California Shipments to New-York.</i>	<i>Total Shipments.</i>	<i>Estimated yield of California.</i>
1854,.....	\$ 46,289,000 ..	\$ 51,328,000 ..	\$ 64,000,000
1855,.....	38,730,000 ..	43,080,000 ..	65,000,000
1856,.....	39,765,000 ..	48,887,000 ..	70,000,000
1857,.....	35,287,000 ..	48,592,000 ..	70,000,000
1858,.....	35,578,000 ..	47,548,000 ..	70,000,000
1859,.....	39,831,000 ..	47,640,000 ..	70,000,000
1860,.....	35,661,000 ..	42,325,000 ..	70,000,000

Now that the port of New-Orleans is closed against the receipts of gold at that port from California, (heretofore from two to three millions annually,) and the branch mint at that city closed, it may be reasonably expected that, for some time at least, the whole exports of California gold to the Atlantic ports will hereafter arrive at New-York.

To the considerations before mentioned may be added the fact, that the foreign commerce of the State of New-York has increased, since the first export of California gold at this port, about two hundred per cent. :

	<i>Imports.</i>	<i>Exports.</i>	<i>Total.</i>
1849,.....	\$ 92,567,369 ..	\$ 45,963,100 ..	\$ 138,530,469
1860,.....	248,489,877 ..	145,555,449 ..	394,045,326
Increase,....	\$ 155,922,508 ..	\$ 99,592,349 ..	\$ 255,514,857

To show the relative importance of New-York City to the whole country, in its foreign trade, the following results are shown for the year ending 30th June, 1860 :

	<i>New-York City.</i>	<i>All Others.</i>	<i>Total.</i>
Exports,.....	\$ 120,630,955 ..	\$ 252,558,319 ..	\$ 373,189,274
Imports,.....	233,692,941 ..	128,473,313 ..	362,166,254
Total,.....	\$ 354,323,896 ..	\$ 381,031,632 ..	\$ 735,355,528

Thus, the proportion of the foreign trade of New-York City to that of the whole country, in its exports, for the fiscal years 1859-'60, (the last officially before us,) was over thirty-two per cent., and the imports for the same period over sixty-four per cent.; and the total foreign trade of the first, compared with the whole United States, was over forty-eight per cent., while that of the State of New-York was about fifty-four per cent. of the whole foreign trade of the country, or considerably beyond one-half.

This increase is fully illustrated by a comparison of the past decade, (1850—1860,) with the three previous periods, 1821—1850, viz. :

IMPORTS AND EXPORTS OF THE STATE OF NEW-YORK.

	<i>Imports.</i>	<i>Exports.</i>	<i>Total.</i>
1821—1830,...	\$ 363,379,563 ..	\$ 215,833,356 ..	\$ 579,212,919
1831—1840,...	753,921,699 ..	279,588,191 ..	1,033,509,890
1841—1850,...	757,571,840 ..	385,322,935 ..	1,142,894,775
1851—1860,...	1,915,154,188 ..	1,113,314,645 ..	3,028,468,833

We see no grounds to doubt that the increase of the foreign trade of the port and of the State of New-York, for the next ten or twenty years, will be fully commensurate with that of the past forty years.

The memorial was unanimously adopted, and ordered to be engrossed and forwarded to the Senate and to the House of Representatives of the United States. It was further

Resolved, That the Secretary be authorized to print the memorial of the Chamber in reference to coining powers to the United States Assay Office at New-York, and transmit a copy to every member of the Senate and House of Representatives at Washington.

Mr. A. A. Low, chairman of the Special Committee appointed on the 7th inst. to prepare an appeal to Congress in behalf of the establishment of mail facilities, by steamers, between San Francisco and China, reported that the committee had agreed upon the following memorial on this subject:

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

The Chamber of Commerce of the State of New-York respectfully represents, that, in a memorial adopted on the 4th day of October, 1860, and presented at the following session of Congress, it was attempted to be shown that an extension of the postal facilities of the United States was necessary alike for the development of the commerce of the country, and for the maintenance of the country's high position among the maritime nations of the world.

The following facts were stated in proof of this position :

1. That, through subsidies granted by the British government, a line of mail steamers had been established between England and the United States in the year 1840, and, through the same means, had been continued to this day.

2. That this line of steamers had succeeded in wresting from our packet ships the most valuable portion of the carrying trade across the Atlantic, of which, before, they had entire control.

3. That similar results had been obtained, to the great benefit of British commerce, through the extension of lines of mail steamers to Brazil and other countries.

4. That the British mail steamer secures, on every route it traverses, in addition to the most valuable freight, most of the passenger traffic—carrying to England, or *via* England, the men of wealth, the merchant and the traveller, as well as the “swift orders” for merchandise.

5. That the United States, at the present day, are mainly dependent upon British steamers for the transmission of letters to Brazil, the southern coast of South America, the Mediterranean Sea, the east and west coasts of Africa, the ports of India, the Mauritius, Singapore, Java, Siam, the Philippine Islands, Australia, New-Zealand, and all the ports of China and Japan.

6. That in its various lines of mail steamers, the British government has a ready resource for transports in case of sudden war; and, at the same time, has at its command effective vessels, easily armed for purposes of attack and defence.

That all the advantages possessed by Great Britain, to the ready access afforded by her naval packets to the ports of China and Japan—to that vast field of commerce of which it is customary to speak as being east of the Cape of Good Hope—might be secured to our own country by the establishment of a line of mail steamers from San Francisco to

China and Japan; and that such a line, by facilitating intercourse with those extensive empires and other less populous regions referred to, would enable the American merchants to compete, on equal terms, with his commercial rivals in England and on the Continent.

In view of the foregoing facts, the Chamber of Commerce solicited of Congress a general extension of the American ocean mail service, but more especially such encouragement by subsidy, or otherwise, as may be necessary for the establishment on the Pacific of the line of steamers above referred to.

The completion of the line of telegraph from New-York to San Francisco, by means of which communication between the two places is had in a day, imparts new interest to the subject, and prompts your petitioners to renew their appeal.

The uncertainties and perils to commerce, resulting from civil war, and the possibility of other complications, while they strengthen the desire of the American merchant to be relieved of a condition of dependency on a foreign power for the transmission of his correspondence, present the most cogent reasons for urging upon Congress the measures referred to, as a means of protection as well as a source of convenience to our commerce.

An increasing traffic in merchandise, in treasure and in passengers, to and from California—to be greatly enlarged when a line of semi-monthly steamers is established—would do much to sustain such an enterprise, but it cannot be inaugurated and maintained without the coöperating aid of government.

The Peninsular and Oriental line, connecting England and all the European States with China and other nations of the East, requires imperial support, and this would be a powerful competitor to the American enterprise whenever it is undertaken.

Therefore, the Chamber of Commerce of the State of New-York ask of the Congress of the United States to give to this subject such early attention as is due to a great national interest, which is necessary to a proper development of the national commerce and to the gratification of a just national pride.

The memorial having been read, on motion of Mr. P. M. WETMORE, it was unanimously

Resolved, That the report of the Select Committee be accepted, the memorial adopted, and authenticated copies transmitted without delay to the Senators in Congress from this State, and to Hon. F. A. CONKLING, Representative in Congress from this city, with a request that the same be presented as early as practicable, and the prayer thereof urged upon the attention of their respective bodies.

Resolved, That copies of the memorial be transmitted to the Senators and Representatives in Congress from California and Oregon, to the Chambers of Commerce of San Francisco, Boston, Philadelphia and Baltimore, and Hon. J. McDUGAL.

On motion of Mr. W. T. COLEMAN, a member of the committee, it was

Resolved, That the Secretary of the Chamber be empowered to print the memorial to Congress relating to steam communication between San Francisco and China, and transmit a copy to each member of the Senate and House of Representatives of the United States.

Mr. DENNING DUER submitted a draft of a memorial to Congress, urging the construction of a rail-road from New-York to Washington, as a military, postal and commercial necessity.

CHAMBER OF COMMERCE, *New-York, December 5th, 1861.*

To the Senate and House of Representatives, in Congress assembled :

The Chamber of Commerce of the State of New-York would call the attention of your honorable body, as the representatives of the people of the entire country, to the imperfect, inconvenient and unsatisfactory state of the leading postal route between New-York and Washington. This line of postal conveyance, commercial traffic and travel comprises, within a distance of 240 miles, the capital of the nation and the three largest cities of the Union, and forms the central and most important link of postal and commercial communication between the northeast and southwest. The entire population of five or six millions in all the Eastern States, and a large portion of the States of New-York and New-Jersey, including this city, with a still larger population in all the States south of the Potomac and the Ohio, are under the necessity of using this line of conveyance in all of their intercourse with the opposite region, and this communication includes the varied operations of commerce, postal affairs and travel. From the inexorable circumstances of geographical position, the direction of the shore line, the position of the bays and rivers, and the locality of the cities and towns on the route, the State and municipal authorities having the jurisdiction of this line of communication, hold the postal, commercial and travelling facilities of the people as completely under their control as they would in the possession of a mountain pass. We would beg leave, most respectfully, to represent to your honorable body that this jurisdiction has been used for purposes of local profit, to the long continued and serious detriment, inconvenience and expense of more than twenty millions of people, who are residents of at least twenty-five of the States of our common country.

We believe they are deprived, in an unjust and illiberal manner, of one of the most sacred rights of a free people—the right of a free and unrestricted highway for the transaction of every description of communication and public traffic. There can be, in the opinion of your memorialists, but one reason advanced for the principal broken links in this line of conveyance, that reason being unquestionably the local profit derived by the large towns on the route from the delay forced upon travellers by a compulsory stoppage in those places. We would call the attention of your honorable body to the fact, that these delays and inconveniences, occasioned by the stoppage of the railways, do not exist at other cities and towns on any other leading route in the entire country; and yet this particular route between New-York and Washington is by far the most important postal, national and public line of conveyance in the United States.

It is an instructive fact, that inconveniences like these, from such a cause, are unknown throughout the most despotic countries of Europe. We assert, without fear of contradiction, that wherever a railway system exists there is not another locality in the civilized world where there is not a continuous line of railway either through or by places of larger size and more importance than those on this line of conveyance. We would humbly represent, that we consider such a state of things as derogatory

to our character and position as an enlightened people, and antagonistic to the progressive spirit of the age.

While the different States possess a certain power in the chartering of rail-roads, it is fully competent to Congress to take any measures that may be deemed advisable to establish post or military roads for the use of the nation at large. The commercial population of New-York, both as citizens of a common country and as residents of a city that has at least one-half of the foreign commerce of the nation, have a right to protest against any local restrictions to commercial intercourse and correspondence from one extremity of the country to the other. These restrictions do exist, and have existed over the most important line of conveyance in the country for nearly a quarter of a century.

In addition to the importance of the road between New-York and Washington as a postal and commercial route, the present war has shown its indispensable necessity as a military highway. This topic need not be enlarged upon. The fact that the capital of the nation was at one time in imminent danger of capture, and for the sole reason that these imperfections in the rail-road communication of which we complain exist, and the incontestable fact, that at the present day the successful prosecution of a war becomes almost solely a question of transportation, will convince your honorable body that the importance of this line of conveyance, in a national point of view, can scarcely be over-rated.

In conclusion, we would respectfully represent to your honorable body, that the time for the conveyance of the mails between New-York and Washington is now, on an average, not less than twelve hours, while with a first-class rail-road the time consumed need not exceed six hours. This acceleration of the mails, we would beg to represent, would be of vast advantage to the commercial interests of this city, and to the entire country. Believing, as we do, that every public interest of the people and the nation at large demands a public highway of the first class between these important points, and that every year will increase its value and importance, we would respectfully petition your honorable body to take immediate measures for the construction of a double-track railway, for postal, military and other purposes, from New-York to Washington. We do not wish to enter into details as to the mode and manner of accomplishing this object, but leave it entirely for the consideration of your honorable body. And your petitioners will ever pray.

The memorial having been read, was urged for adoption by Messrs. DUER and TILESTON, and was finally referred to the Executive Committee, to report upon at the next meeting of the Chamber.

Mr. C. H. MARSHALL offered the following preamble and resolution, which were unanimously adopted :

"Whereas, Our commerce with Europe is very much exposed to the depredations of rebel pirates, there being no armed national vessels on that coast at this time,

"Resolved, That the President of this Chamber be requested to appoint a committee to draft a respectful memorial to the Executive, requesting the speedy despatch of two or more armed vessels to that coast for the protection of our marine interests, and to present said memorial with as little delay as practicable at Washington for a favorable consideration."

The President named as this committee MESSRS. C. H. MARSHALL, T. TILESTON and R. LATHERS.

Mr. G. W. BLUNT submitted the following letter from J. INGERSOLL BOWDITCH, of Boston, Mass., which was read and referred to the trustees of "The Nautical School in the Harbor of New-York.:"

Boston, Nov. 27, 1861.

My Dear Sir,—A communication to the Mercantile Marine Society at Liverpool, made by Captain JAMES ANDERSON, of the CUNARD steamship EUROPA, I think, was presented to the American Academy of Arts and Sciences in this city a short time since. It was referred to a committee to report upon. The object of the communication was to show the importance of elevating the character of the seamen of Great Britain, and of encouraging a *corps* of observers in the different departments of science, and to reward such meritorious observers with a "certificate of merit," or some other mark of respect for their services.

In Liverpool they have a school-ship called the CONWAY. In this country, we have, I believe, nothing of the kind. Still, I thought a plan might be adopted which might bring out those men who would be glad to employ their leisure time on their long voyages.

Captain ANDERSON recommends that a pamphlet be issued by the different societies who may be found willing, giving a detailed plan of such observations each may think it advisable and practicable to have made by the travellers, to have the same published, and with it the names of the most distinguished individuals who might be found desirous of aiding the plan.

The American Academy will probably report on astronomy, geology, zoology, botany, mineralogy, meteorology, &c.; and if blanks on the different subjects are prepared, and men can be found desirous of promoting the objects aimed at, it seems to me that great good must ensue, to seamen as well as to societies. To the sailor the benefit would be great. Many men who have good reputations on shore become, I fear, when at sea, addicted to drink, from the fact that they have nothing to occupy themselves about. This plan would fill up their vacant time, make them feel that they were adding something to the general stock of knowledge, and encourage them to pursue the course of observation marked out to them for its own sake.

I want to know if you do not think, if the Academy should publish a report and circulate it among seamen, that some men would be found anxious and desirous of forwarding the plan of the society?

I suppose you have, as I have, occupation enough just now in thinking about our common country; but I fancied that you would never forget the sailor, and have therefore addressed you.

If, when you have a leisure moment, you would drop me a line, with your views on the subject, making any suggestions you may deem proper, I should be much obliged.

The Chamber of Commerce, if it could be brought to bear on the matter, would, I conceive, be an important auxiliary.

Very truly yours,

J. INGERSOLL BOWDITCH.

P. S. I hope you keep up a good heart and cheerful tone. I have not felt unhappy since the flag on Sumter was trailed in the dust. On the contrary, believing in the justice of our cause, and having

faith that the God of the fathers would not desert the children, I have kept myself in good spirits and perfect health, and hope to continue so unto the end. Do you feel that the end is near? Sometimes I do. I can't believe that the great body of Southern men can be so crazy as to believe we desire to destroy them.

The Secretary reported that Mr. PERRY McDONOUGH COLLINS, late commercial agent of the United States at the Amoor, has prepared and presented to the Chamber a map, showing the proposed telegraph route from New-York to St. Petersburg, and showing the portion now finished and in working order, (about four thousand miles.)

The following gentlemen were nominated for membership :

			<i>Nominated by</i>
JOHN E. FORBES,	103 Wall-street,		CHARLES H. TRASK.
DANIEL WILLIS JAMES,	21 Cliff-street,		CHARLES H. TRASK.
JOHN SLADE,	22 Park Place,		JOSEPH A. SWEETSER.
GEORGE CABOT WARD,	56 Wall-street,		ALEXANDER CAMPBELL.
DAVID WATTS,	45 Broad-street,		THOMAS T. SHEFFIELD.

And the Chamber adjourned.

J. SMITH HOMANS, *Secretary.*

MEMORIAL TO PRESIDENT LINCOLN.

The Special Committee of the New-York Chamber of Commerce reported the following memorial, which, on the 10th of December, was duly transmitted to the President of the United States :

Chamber of Commerce of the State of New-York, December 10th, 1861.

*To His Excellency, ABRAHAM LINCOLN,
President of the United States :*

The Chamber of Commerce of the State of New-York respectfully ask your attention to the necessity which now exists for the speedy despatch of armed vessels of the United States to the coast of Europe, for the protection of our merchant marine trading between ports of the loyal States and European ports.

The destruction, in the English Channel, on the 16th of November last, by the rebel steamer NASHVILLE, of the New-York packet ship HARVEY BIRCH, one of our largest and finest carrying vessels, bound from Havre to New-York, gives rise to apprehensions that similar deprivations on our commerce will be attempted with equal success, unless the most efficient measures for their prevention are taken at once.

The apprehensions thus excited have caused a great advance in the rates of insurance on both sides of the Atlantic, are producing much alarm among shippers and consignees, and also causing serious disquiet with regard to the safety of passengers. It is apparent that the outrages committed on the flag and commerce of the United States, hitherto confined to our own coasts, will be repeated wherever the opportunity occurs, unless promptly checked by the intervention of the government.

In behalf of the vast commercial and national interests thus imperilled,

and to avert the disastrous consequences which will follow if the passage of our merchant ships on the great highways of European trade is liable to such fatal interruptions, we respectfully and urgently solicit that you will immediately cause to be stationed a sufficient number of steam vessels off the coast of Europe, where our commerce is most exposed, to guard against further acts of piracy upon our merchant marine, and to punish those who may attempt them.

By order of the Chamber.

P. PERIT, *President Chamber of Commerce.*

J. SMITH HOMANS, *Secretary.*

THE NAUTICAL SCHOOL IN THE HARBOR OF NEW-YORK.

The Chamber of Commerce, in October, 1861, elected the following gentlemen as trustees of the Nautical School for the Harbor of New-York: ELLWOOD WALTER, GEORGE D. MORGAN, EZRA NYE.

Governor MORGAN has, in behalf of the State, appointed ABIEL A. LOW and ELISHA E. MORGAN as trustees of the Nautical School. This completes the number of trustees authorized by the act of the legislature, April, 1861.

The Secretary of the Chamber of Commerce has received copies of the following works for gratuitous distribution among members who desire them :

I. Papers relating to the Foreign Affairs of the United States, year 1861. Transmitted by Hon. W. H. SEWARD, Secretary of State, Dec., 1861. Octavo, pp. 426.

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

III. Speech of Hon. JOSEPH HOLT before the Chamber of Commerce and citizens of New-York, at Irving Hall, Tuesday, September 3, 1861.

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 Cincinnati Chamber of Commerce, for the year ending 31st August, 1861. 8vo. pp. 58.

Recent Donations to the Library of the Chamber of Commerce.

I. Recent Tariff changes by France, Russia and twelve other governments, 1860—1861.

II. British Government Correspondence, respecting trade with Japan.

III. Parliamentary Report on Steamships between Galway and the United States.

IV. Correspondence between England and the United States government, on Blockade, 1861.

V. Letter (and chart) from the Secretary of State of H. B. M., on the Explorations of the Amoor River.

H. E. MORING'S MONTHLY COFFEE CIRCULAR.

Stock of Coffee at the five principal Ports of the United States of America, on the 1st of December, 1861.

STOCK.	BRAZIL.	DOMINGO.	LAGUAYRA.	MARACAIBO.	BOMBAY.	SAVANILLA.	CEYLON.	JAVA.		SINGAPORE.	TOTAL TONS.			
	Bags, 160 lbs.	Bags, 130 lbs.	Bags, 110 lbs.	Bags, 120 lbs.	Bags, 150 lbs.	Bags, 120 lbs.	Packages.*	Bags, 130 lbs.	Mats, 60 lbs.	Mats, 60 lbs.	1861.	1860.	1859.	1858.
New-York,.....	54,305	2,275	333	13,284	275	229	8,423	1,500	1,200	....	5,110	2,233	3,216	3,307
Boston,.....	5,950	1,382	....	....	....	....	....	400	1,500	1,500	609	8	784	933
Philadelphia,.....	3,000	....	1,000	....	....	....	....	....	....	....	263	95	594	643
Baltimore,.....	17,367	....	....	....	....	....	....	....	....	....	1,240	1,429	2,143	643
New-Orleans,* ...	none.	none.	none.	none.	none.	none.	none.	none.	none.	none.	none.	2,429	4,643	1,429
Total 1st Dec.,...	80,622	3,657	1,333	13,284	275	229	8,423	2,200	2,700	1,500	7,222	6,189	11,350	7,010
do. 1st Nov.,..	111,559	6,075	400	12,100	265	321	10,991	2,679	3,025	1,500	9,560	2,575	10,714	7,239
Decrease,.....	30,937	2,418	....	....	....	92	2,568	479	325	....	2,338	....	....	229
Increase,.....	....	....	933	1,184	10	....	....	....	....	....	....	3,614	666	....

* No data from New-Orleans since 1st September.

* Ceylon, 246 bags of 154 lbs., 8,182 mats of 51 lbs.

Stock in New-York, 1st December, 1861,	5,110 tons,	against 1st Nov'r, 1861,	7,120 tons.	Decrease, 2,010 tons, or	28 per cent.
Boston, do.	609 do.	do. do.	797 do.	153 do.	24 do.
Philadelphia, do.	263 do.	do. do.	214 do.	Increase, 49 do.	23 do.
Baltimore, do.	1,240 do.	do. do.	1,429 do.	Decrease, 189 do.	23 do.
New-Orleans, do.	none. do.	do. do.	none. do.	do. do.	13 do.

Stock, 1st November, .. tons,	9,560	2,575
Add receipts in do.,.... "	2,183	9,112
Total supply,..... tons,	11,743	11,687
Deduct stock, 1st Dec., "	7,222	6,189

Total, 1st December, 1861, 7,222 tons, against 1st Nov'r, 1861, 9,560 tons. Decrease, 2,338 tons, or 24 per cent.

Distribution in Nov'r, tons, 4,526 5,498

Stock 1st December, 1861,	7,222 tons,	against 1st December, 1860,	6,189 tons.	Increase,	1,033 tons, or	17 per cent.
1st November, "	9,560 "	do. 1st November, "	2,575 "	do.	6,985 "	271 do.
1st October, "	9,745 "	do. 1st October, "	2,719 "	do.	7,026 "	259 do.
1st September, "	13,883 "	do. 1st September, "	4,370 "	do.	9,513 "	216 do.
1st August, "	14,211 "	do. 1st August, "	3,033 "	do.	11,173 "	363 do.
1st July, "	14,675 "	do. 1st July, "	5,350 "	do.	9,325 "	174 do.
1st June, "	11,104 "	do. 1st June, "	4,710 "	do.	6,394 "	136 do.
1st May, "	6,971 "	do. 1st May, "	3,303 "	do.	3,163 "	63 do.
1st April, "	5,759 "	do. 1st April, "	4,155 "	do.	1,604 "	39 do.
1st March, "	8,452 "	do. 1st March, "	5,820 "	do.	2,632 "	45 do.
1st February, "	9,935 "	do. 1st February, "	8,273 "	do.	1,662 "	20 do.
1st January, "	9,149 "	do. 1st January, "	13,555 "	Decrease,	4,446 "	33 do.
1st December, 1860,	6,189 "	do. 1st December, 1859,	11,380 "	do.	5,191 "	45 do.

Distribution in January, tons	9,659	12,434
do. February, "	11,841	10,640
do. March, "	9,247	5,926
do. April, "	5,859	4,663
do. May, "	4,684	6,449
do. June, "	4,254	5,862
do. July, "	8,048	5,372
do. August, "	5,644	4,056
do. September, "	8,130	6,748
do. October, "	2,937	8,627
do. Novemb'r, "	4,526	5,498
do. December, "	....	4,688

Average for last 13 months, 9,753 tons, against the previous 13 months, 5,844 tons. Increase, 3,914 tons, or 67 per cent.

Total in 12 months,.... tons,	....	80,963
do. first 11 months, .. "	74,829	76,275
Average per month,.... "	6,803	6,934

THE COFFEE MARKETS OF THE WORLD.

Imports, Stocks and Distribution of Coffee in the five principal Ports of the United States, up to November 30th.

1862.]

Monthly Coffee Circular.

IMPORTS UP TO 30TH OF NOVEMBER.	1861.	1860.	1859.	1858.	Average.	NEW-YORK QUOTATIONS.
New-York,.....	44,154 tons.	30,056 tons.	38,720 tons.	37,634 tons.	37,653 tons.	Including duty of 4 cents per pound.
Boston,.....	3,207 "	3,913 "	6,509 "	6,737 "	5,092 "	
Philadelphia,.....	6,330 "	6,119 "	12,569 "	8,910 "	8,482 "	
Baltimore,.....	9,591 "	12,268 "	15,903 "	12,174 "	12,484 "	
New-Orleans,.....	9,620 "	16,513 "	24,109 "	17,918 "	17,040 "	
Total,.....	72,902 tons.	68,869 tons.	97,810 tons.	83,423 tons.	80,751 tons.	Cents per lb. Rio, prime,.... 17½ @ 18 four months. " fair,..... 16½ @ 17 " " Laguayra,.... 18 @ 19 " " Java,..... 21 @ 22 four and six mos. Ceylon,..... — @ 19 " " St. Domingo,.. — @ 18½ cash in bond.
Add stock, January 1st,.....	9,149 "	13,595 "	8,910 "	22,740 "	13,598 "	
Total supply in 11 months,....	82,051 tons.	82,464 tons.	106,720 tons.	106,163 tons.	94,349 tons.	
Deduct stock, December 1st,.....	7,222 "	6,189 "	11,380 "	7,010 "	7,950 "	
Distribution in 11 months,.....	74,829 tons.	76,275 tons.	95,340 tons.	99,153 tons.	86,399 tons.	
" monthly average,....	6,803 "	6,934 "	8,668 "	9,014 "	7,854 "	

Stocks, Receipts and Distribution of Coffee in the six principal Depots of Europe, up to 1st November.

STOCK 1st NOVEMBER.	1861.	1860.	1859.	1858.	Average.	RECEIPTS AND DISTRIBUTION.	1861.	1860.
In Holland,..... tons,	17,200	25,500	28,950	25,100	24,187	Total stock, January 1st,..... tons,	45,100	52,250
Antwerp,..... "	2,300	1,650	3,600	4,600	3,037	do. receipts up to November 1st,.... "	167,600	150,650
Hamburg,..... "	7,000	3,000	4,500	5,750	5,062	Total supply for 10 months,..... "	212,700	202,900
Trieste,..... "	2,800	2,500	1,950	3,150	2,600	Deduct stock, November 1st,..... "	40,550	43,850
Havre,..... "	3,150	3,950	3,600	2,800	3,375	Distribution in 10 months,..... "	179,150	159,050
Great Britain,..... "	8,100	7,250	10,650	9,500	8,875	do. in October,..... "	20,700	21,600
Total, November, 1st, .. tons,	40,550	43,850	53,250	50,900	47,136	Receipts in do. "	12,600	14,600
do. October 1st,..... "	48,650	50,850	55,150	59,650	53,575	Average distributions per month,..... "	17,215	15,905
do. September 1st,.... "	51,700	53,000	63,250	79,750	62,425			

The Crop year of Ceylon, ending 30th September, yielded 30,159 tons, against 31,643 tons in 1860; 29,228 tons in 1859, and 27,632 tons in 1858, an average of 29,665 tons in four years.

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H. E. MORING'S MONTHLY SUGAR CIRCULAR.

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Imports, Stocks and Distribution of Sugar in the four principal Ports of the United States, up to 30th November.

IMPORTS UP TO 30TH OF NOVEMBER.	1861.	1860.	1859.	1858.	Average.	NEW-YORK QUOTATIONS.
New-York.....	194,981 tons.	245,721 tons.	201,083 tons.	191,570 tons.	208,339 tons.	Including 2 cents per pound duty. <i>Cents per lb.</i>
Boston.....	29,419 "	47,941 "	31,470 "	31,105 "	34,984 "	
Philadelphia.....	20,214 "	31,657 "	29,780 "	24,561 "	26,553 "	
Baltimore.....	11,752 "	30,265 "	21,354 "	22,826 "	21,549 "	
Total	256,366 tons.	355,584 tons.	283,687 tons.	270,062 tons.	291,425 tons.	Cuba, fair refining,..... 7½ @ 7¼ four mos.
Add stock, January 1st,.....	56,394 "	24,140 "	15,333 "	18,103 "	28,493 "	" fair grocery,..... 8 @ 8½ "
Total supply in 11 months ,....	312,760 tons.	379,724 tons.	299,020 tons.	288,165 tons.	319,918 tons.	" Havana, No. 12, .. 8½ @ 8¾ "
Deduct stock, December 1st,.....	32,687 "	67,855 "	30,387 "	20,284 "	37,803 "	" Melado,..... 4½ @ 5¼ "
Distribution in 11 months ,...*	280,073 tons.	311,869 tons.	268,633 tons.	267,881 tons.	282,115 tons.	Pernams, Amer. brown, 7½ @ 7¾ "
" monthly average,.....	25,461 "	28,352 "	24,421 "	24,353 "	25,647 "	Manila current cleyed,... 7½ @ 7¼ six mos.

* Including export of 24,599 tons from 1st January to 31st July—no export since.

Stocks, Receipts and Distribution of Sugar in the six principal Depots of Europe, up to 1st November.

STOCK, 1ST NOVEMBER.	1861.	1860.	1859.	1858.	Average.	RECEIPTS AND DISTRIBUTION.	1861.	1860.
In Holland.....tons,	17,500	7,250	13,500	6,250	11,125	Total Stock, January 1st,..... tons,	90,850	125,250
Antwerp..... "	2,150	800	3,050	1,650	1,912	" receipts up to November 1st,..... "	626,200	526,350
Hamburg..... "	7,000	4,000	5,750	1,500	4,561			
Trieste..... "	2,850	1,950	3,950	7,100	3,960	Total supply for 10 months,..... "	717,050	651,600
Hayre..... "	8,250	5,750	8,950	500	5,862	Deduct stock, November 1st,..... "	169,050	124,000
Great Britain,..... "	131,300	104,250	125,200	104,300	116,262			
Total, November 1st ,.... "	169,050	124,000	160,400	121,300	143,682	Distribution in 10 months,..... "	548,000	527,600
" October 1st,..... "	188,050	139,050	162,500	136,350	156,438	" in October,..... "	56,250	49,450
" September 1st,.... "	185,350	147,300	148,000	136,550	154,299	Receipts..... "	87,250	34,400
						Average distribution per month,..... "	54,800	52,760

Monthly Sugar Circular.

[January,

Stock of Sugar at the four principal Ports of the United States of America on the 1st of December, 1861.

Stock.	Hhds.		MELADO, Hhds., 1,400 lbs.	Boxes, 450 lbs.	Bags, as per speci- fication.	JAVA, Baskets, 600 lbs.	TOTAL TONS.				SPECIFICATION OF BAGS.					
	Foreign, 1,400 lbs.	Domestic, 1,100 lbs.					1861.	1860.	1859.	1858.	MANILA, 70 lbs.	CHINA, 130 lbs.	SINGAPORE, SIAM and CALCUTTA, 130 lbs.	BRAZIL, 150 lbs.	MAURITIUS, 160 lbs.	
	New-York,	23,461					828	1,594	13,848	135,162	24,120	44,221	23,766	15,225	99,601	21,700	3,200	10,661	....
Boston,	2,742	....	....	5,236	74,895	2,352	5,844	12,030	4,859	1,306	71,595	....	....	....	3,000	....
Philadelphia, ...	797	....	....	2,360	....	....	972	3,303	921	720	....	....	....	....	....	....
Baltimore,	1,246	300	....	160	16,501	....	1,751	8,301	1,841	2,533	9,000	....	....	5,500	2,001	....
Total, 1st Dec.,	28,246	1,128	1,594	21,604	226,558	2,352	32,687	67,855	30,387	20,284	180,496	21,700	3,200	19,161	2,001	....
do. 1st Nov.,	31,313	1,512	2,521	16,325	240,256	3,852	35,182	75,888	40,076	31,880	188,502	24,428	7,955	17,400	2,001	....
Decrease,	3,067	384	972	....	13,728	1,500	2,495	8,033	9,689	11,596	8,006	2,728	4,755	....	....	....
Increase, .....	....	....	....	5,279	....	....	....	....	....	....	....	....	....	1,761	....	....

Stock in New-York, 1st Dec., 1861, 24,120 tons, against, 1st Nov., 1861, 27,417 tons.	Decrease, 3,297 tons, or 12 per cent.	Stock, 1st November, tons, 35,182	1861.	1860.
Boston, " 5,844 " " " 5,500 "	" 344 " or 6 "	Add receipts in do., " 11,711	1861.	1860.
Philadelphia, " 972 " " " 495 "	Increase, 477 " or 96 "	Total supply, " 46,893	1861.	1860.
Baltimore, " 1,751 " " " 1,770 "	Decrease, 19 " or 1 "	Deduct stock, 1st Dec. " 32,687	1861.	1860.
Total, 1st Dec., 1861, 32,687 tons, against, 1st Nov., 1861, 35,182 tons.	Decrease, 2,495 tons, or 7 per cent.	Distribution in Nov. " 14,206	1861.	1860.
Stock, 1st December, 1861, 32,687 tons, against, 1st December, 1860, 67,855 tons.	Decrease, 35,168 tons, or 52 per cent.	Distribution in Jan., tons, 19,446	1861.	1860.
1st November, " 35,182 " " 1st November, " 75,888 "	" 40,706 " or 54 "	Feb., " 24,176	1861.	1860.
1st October, " 42,377 " " 1st October, " 89,458 "	" 47,051 " or 54 "	March, " 28,372	1861.	1860.
1st September, " 68,557 " " 1st September, " 109,106 "	" 45,549 " or 42 "	April, " 28,060	1861.	1860.
1st August, " 82,076 " " 1st August, " 95,050 "	" 12,974 " or 13 "	May, " 38,950	1861.	1860.
1st July, " 91,140 " " 1st July, " 83,169 "	Increase, 7,971 " or 9 "	June, " 21,735	1861.	1860.
1st June, " 83,953 " " 1st June, " 65,673 "	" 18,280 " or 29 "	July, " 29,833	1861.	1860.
1st May, " 67,281 " " 1st May, " 53,701 "	" 13,580 " or 21 "	Aug., " 33,646	1861.	1860.
1st April, " 55,834 " " 1st April, " 30,331 "	" 25,053 " or 81 "	Sept., " 27,544	1861.	1860.
1st March, " 42,823 " " 1st March, " 21,510 "	" 21,313 " or 100 "	Oct., " 14,525	1861.	1860.
1st February, " 46,825 " " 1st February, " 18,930 "	" 27,895 " or 147 "	Nov., " 14,206	1861.	1860.
1st January, " 56,394 " " 1st January, " 24,140 "	" 32,254 " or 134 "	Dec., "	1861.	1860.
1st December, 1860, 67,855 " " 1st December, 1859, 30,387 "	" 37,468 " or 123 "	Total in 12 months, " 382,209	1861.	1860.
Average for the last 13 mos., 59,030 tons, against, the previous 13 months, 58,900 tons.	Increase, 180 tons, or .. per cent.	" first 11 " " 280,073	1861.	1860.
		Average per month, " 25,461	1861.	1860.

1862.]

Monthly Sugar Circular.

STATISTICS OF POPULATION.

EMIGRATION.

OF the 128,469 persons who emigrated from the United Kingdom last year, 26,421 were English, 8,723 Scotch, 60,835 Irish, 4,536 foreigners, and 27,944 not distinguished; 9,746 were married men, 12,434 married women, 38,783 single men, 27,511 single women, 6,681 boys, between the ages of 1 and 12, 6,497 girls, between the same ages, 3,085 infants, and 23,732 not distinguished. 87,500 emigrants left these shores for the United States; 13,556 of these were English, 2,220 Scotch; 52,103 Irish, 3,851 foreigners, and 15,770 not distinguished; 6,553 were married men, 8,269 married women, 27,547 single men, 20,925 single women, 4,172 boys, between the ages of 1 and 12, 4,178 girls between the same ages, 2,210 infants, and 13,646 not distinguished. Of the 24,302 who emigrated to the Australian colonies and New Zealand, 10,099 were English, 4,990 Scotch, 6,345 Irish, 578 foreigners, and 2,290 not distinguished; 2,380 were married men, 2,928 married women, 9,095 single men, 5,456 single women, 1,782 boys between the ages of 1 and 12, 1,628 girls between same ages, 655 infants, and 378 not distinguished. Of the 9,786 who emigrated to British North America, 559 were English, 991 Scotch, 1,215 Irish, 73 foreigners, and 6,948 not distinguished; 248 were married men, 371 married women, 1,089 single men, 606 single women, 259 boys between the ages of 1 and 12, 214 girls between the same ages, 95 infants, and 6,904 not distinguished. Of the 6,881 who went to "all other places," 2,207 were English, 532 Scotch, 1,172 Irish, 34 foreigners, and 2,936 not distinguished; 565 were married men, 866 married women, 1,052 single men, 524 single women, 468 boys between the ages of 1 and 12, and 477 girls between the same ages, 125 infants, and 2,804 not distinguished.

THE IRISH CENSUS FOR 1861.

An abstract of the Irish census returns has at length been published. A decrease in the population of Ireland is shown, but the falling off is less than might have been anticipated. The population, on the 8th of April last, was 5,764,543, against 6,552,385 in 1851, and 8,175,124 in 1841. This decrease of about twelve per cent. during the last ten years is attributed chiefly to emigration, but the Commissioners add, that it must also be remembered that the effects of the disastrous period of famine and pestilence, which commenced with the potato blight of 1846 and 1847, had extended over the first few years of the decade. Dublin county, Carrickfergus and Belfast are the only localities in the country in which an increase is shown; the increase in Belfast amounting to nineteen per cent. It will be remembered that the "religious profession" clause, which a dissenting agitation contrived to exclude from the English census bill, was retained in the bill for Ireland; and this enables us

to see what a startling minority of the population of the sister island belonged to the Established Church. The Catholics number about four and a half millions, while the Episcopalians are stated to muster only 678,000. It is mentioned, as a gratifying fact, that the workhouse population, the day before the census was taken, was but 50,570, against something like five times that number in 1851.

POPULATION OF THE UNITED KINGDOM.

The completed returns show that the population found in the United Kingdom at the recent census, not reckoning army, navy or merchant seamen who were abroad, amounted to 29,031,298, an increase of 61 per cent. in fifty years, notwithstanding that they have been planting nations by a vast emigration. The census found there 14,077,189 males and 14,954,109 females—an excess of females over males of 876,920. The overplus of women and girls in England would fill all Liverpool and Leeds; in Scotland, all Edinburgh; in Ireland, all Belfast, Waterford and Wexford. There are sixteen towns in the United Kingdom with a population exceeding 100,000, and six parishes in the outskirts of London with such a population—one of them (St. Pancras) with very nearly 200,000 (198,882.) The number of inhabited houses in the United Kingdom is 5,154,985, which allows a house to every 5.6 persons.

CENSUS OF NEW SOUTH WALES.

The population of this colony, as returned from the census taken on the 7th of April, 1861, is 350,553, against 251,834 in 1856, showing an increase of 98,719, or 39.20 per cent. These results are exclusive of the Moreton Bay district, which, since 1856, has been severed from New South Wales. The population of Sydney is 56,470, exclusive of the suburbs and environs, which contain 36,732 inhabitants. In 1851 the population of New South Wales, exclusive of Port Philip (now Victoria) and Moreton Bay, (now Queensland,) was 181,376. The number of emigrants since 1851 is 147,661, of whom 71,649 were introduced at the public, and 76,012 at their own expense.

POPULATION OF PARIS.

The following is the movement of the population of Paris and of the department of the Seine, since the quinquennial census of 1856, as shown by that which has just taken place. The population of enlarged Paris, divided into 20 arrondissements and 80 quarters, now amounts to 1,696,000, being 521,654 more than it was in the 12 arrondissements in 1856. In the department of the Seine the number is now 1,953,000, being an increase since 1856 of 225,581.

CAUSES OF DEATH.

To the Registrar-General's report is appended, as usual, an instructive paper by Dr. W. FARR, on the causes of death in England. The year now reported on, 1859, is the first in which diphtheria has obtained a

distinct line in the tables. It had previously been confounded with cynanche; and when the two are put together, the rapid progress of this great epidemic becomes evident. The deaths in 1855 were 385; in 1856, 603; in 1857, 1,583; in 1858, 6,606; in 1859, 10,184. Epidemics of diphtheria are clearly described in the seventeenth century, by Italian and Spanish writers, and its frequent association with scarlatina justifies the inference that the diphtherine, its *materies morbi*, is some modification of scarlatina. Of the whole deaths of the year, one-fourth were referred to zymotic diseases. Small-pox destroyed 3,848 persons, chiefly children, who had not been vaccinated, an instance, as Dr. FARR remarks, of the rigor with which the infringement of sanitary laws is visited, for the children perish and the parents lose their offspring by the neglect of a precaution of the simplest kind. A fatal outbreak of erysipelas at the Winchester Infirmary was traced to a cess-pool. Of the parasitic diseases, it is remarked that the ova of worms must be derived generally from impure river waters, into which the refuse of towns is poured. We have but an imperfect conception of the number of deaths from excessive drinking; but 345 were directly ascribed to intemperance and 545 to *delirium tremens*, 890 in all, from the two forms of alcoholism. Passing next to constitutional diseases, another regiment of the enemies that dog our steps, we find gout described as nearly stationary; it is considered that, thanks to the more intelligent system of dining which the wealthier classes, wearied with this racking disease, will probably introduce, we may hope to see gout rapidly decline. The deaths from tuberculous disease have decreased since 1853; those from bronchitis have increased very greatly of late years. Among local diseases we find affections of the three vital organs, the brain, the heart and the lungs, causing nearly a third of all the deaths of the year. Fright was the cause of seven deaths, (not all children,) grief, of eight, (seven women,) rage, of five, (four infants,) anxiety, of one, (a man,) mental shock, of one, (a woman;) melancholy, of the deaths of 21 men and 26 women. About 25,000, chiefly infants, died of convulsions—a striking and distressing symptom, but probably only part of the disease, which is the result of organic lesions and local irritations that are never discovered. 27,104 deaths are referred to the decay of old age, without any disease; the “weary wheel of life at length stood still.” 14,649 persons were killed—a sad confession, says Dr. FARR, for a nation humane, civilized and skilled in all the arts, to have to make. Annually 75 persons in 100,000 thus die a violent death. 13,056 of these deaths, in 1859, are ascribed to accident or negligence; among them were 279 by poison. 1,248 deaths were declared by coroner’s juries to be suicides; 338 murder or manslaughter. 18 persons were killed by lightning, nearly all persons of out-door occupations; the house is safer than the field. It is hoped that the arrangement for paying coroners by salary will bring better information on the subject of violent and sudden deaths, and throw new light on their causes.

DRINKING AND PAUPERISM IN IRELAND.

Mr. BENJAMIN SCOTT, Chamberlain of the city of London, read a paper at the recent Social Science Congress in Dublin, in which he pointed out

the intimate relation which exists between intemperance and pauperism, between temperance and self-reliant action on the part of the people. We give the following extract: "The home consumption of spirits in Ireland materially diminished during the last five years, the number of gallons being respectively, 1856, 6,781,068; 1857, 6,920,046; 1858, 5,636,912; 1859, 5,748,534; 1860, 4,714,358, showing a falling off in consumption during the period of no less than 2,066,710 gallons of that which is the staple drink of the class from which paupers are gathered. That this is not the result of inability on the part of the people to obtain the indulgence had they desired it, is evident from the increased consumption of tea and coffee during the corresponding period, and the augmented number of depositors and their deposits in the savings banks. The consumption of tea and coffee increased in Ireland from 9,171,257 pounds in 1856, to 11,563,634 in 1859, an increase in the period embraced of no less than 2,392,374 pounds; while between 1855 and 1859 there was an increase of 11,047 depositors in savings banks, and of 382,122 deposits. Now let us turn from these cheering indications of increasing temperance and providence to the gauge of pauperism, and the correspondence between temperance and self-reliance is again apparent. The total numbers in workhouses in Ireland from 1855 to 1860, and the total poor rate collected in those years, are as follows: Paupers in workhouses, 1855, 79,211; 1856, 63,235; 1857, 50,665; 1858, 45,720; 1859, 40,380; 1860, 41,271. Rates collected, 1855, £835,894; 1856, £723,204; 1857, £585,583; 1858, £525,595; 1859, £523,065; 1860, £509,310. Showing a reduction in the period of 37,940 paupers, and of £326,514 rates collected. It is probable that many disturbing circumstances should be taken into account in dealing with these statistics, but the great and incontrovertible fact remains, and the moral it conveys."

According to the London *Review* there has been a comparative decrease of pauperism in England. That journal says, it is satisfactory to notice that the increase of population since 1851 is accompanied by a comparative decrease of pauperism. We have long known in general that the fact is so; now we have it confirmed. The population of England and Wales increased in the ten years 2,134,116, or 12 per cent. The total number of paupers, in door and out, relieved on January 1st, 1851, was 860,893, and on January 1st, 1861, 890,423, an increase of 29,530, or only $\frac{3}{4}$ per cent. The positive increase of paupers is, in relation to the increase of people, a decrease of nearly three-fourths. To have preserved the former proportion, the number of paupers should have been 964,000 at the beginning of the year.

The satisfaction is increased when we find, further, that the proportion of pauperism is less in those districts in which the population is relatively the most numerous and has increased the most. The proportion of pauperism to population is, for England and Wales, 4.4 per cent.; for the metropolis, 3.6; for the northwestern division, including Lancashire, 2.8; while for the southwestern, the most remarkable for a relative excess of births and small increase of people, the proportion is 5.5; and for the particular counties of Cambridge, Norfolk and Wilts, of which the population has declined, the proportion respectively is 7, 5.6, and 7 per cent. If an increase and aggregation of people carried with them an increase of poverty and misery, the future prospects of society

would be extremely disheartening, and therefore the evidence that pauperism diminishes in proportion as the population is large and increasing, is full of hope and encouragement.

EMPLOYMENT OF WOMEN.

MARIA S. RYE, of the Law-Copying Office, 12 Portugal-street, Lincoln's Inn, writes to the *Daily News* as follows: It will readily be believed that all the offices opened by or in connection with the "Society for Promoting the Employment of Women" have been besieged by ladies anxious to obtain employment. When I state that 810 women applied (about a month ago) for one situation of £15 a year, and 250 for another place worth £12 per annum, (only a fortnight since,) it will at once be seen that, in spite of all our efforts, the work still presses most heavily. The advantages of and the difficulties in the way of the emigration of educated women are being very seriously reconsidered, and it is intended shortly to open an office for the purpose of assisting ladies to the colonies. As the scheme, however, is shortly to be brought before the public, at Dublin, it will be unnecessary to enter into details here. I shall only add, that we have, during the past year, sent twenty ladies, governesses, as pioneers, in various directions, namely, to Sydney, Melbourne, Brisbane, Otago and Natal.

UNDUE INCREASE OF THE FEMALE POPULATION.

It is far less satisfactory to notice that the increase of males in the ten years—977,627, was much less than the increase of females—1,156,489. The females increased in excess of the males 178,862. By the census of 1851, the proportion of males to females was 100 to 105; in the new population it is as 97 to 115. What may have been the effects of such a discrepancy over pauperism and crime cannot be ascertained; but in it we may find, rather than in any deterioration of the moral feelings of the nation, the parentage of the disorders which a few months back excited attention, alarm and commiseration.

EFFECTS OF EMIGRATION.

The Registrar-General and his assistants attribute the retarded rate of increase in the decennial period to active emigration. This explanation seems incorrect; and if correct, would go but a little way towards elucidating the cause of this unfortunate discrepancy. The increase of population, however, as a whole—another name for society and the relative increase of its constituent portions—are both so extremely important that the causes which impede or derange them ought to be closely and carefully investigated. A similar kind of active emigration, if not precisely equal to that of the last ten years, has been going on through the whole century; and as it did not retard the increase then, we cannot believe that it has retarded it now. Throughout the century, and even before it began, emigration to our own colonies and to the United States had the obvious effect of increasing our supplies of corn, cotton, wool, timber, &c.; and being conjoined with an active improvement in manu-

facturing skill, and an extension of manufacturing industry, the increased supplies resulting from emigration increased the home population. Emigration within the last ten years has increased our supplies of gold and wool, increased our trade, our wealth and our means of subsistence, and, like emigration in the previous decennial periods, has accelerated not retarded, the rate of increase in our population.—*Times*.

EFFECT OF WAR.

The far more obvious causes of the retarded rate of increase are the war with Russia, the mutiny in India, and, generally, the great increase in the government expenditure. The wars and the mutiny took away and partly destroyed a considerable number of men in the prime of life, without diminishing the number of females, and all government expenditure is unproductive of subsistence and of life. Emigrants employ themselves collecting gold, growing wool and corn, and felling timber. They and those who supply their wants are productively employed. Soldiers and sailors are employed, and all who administer to them and their wants are employed only in consuming and destroying. The Chancellor of the Exchequer has stated that, in the last eight years, the government has absorbed and has expended, unproductively, the probable increase of the national capital in the period. The vast increase of expenditure in works of destruction is the cause both of the rate of retardation ascribed by the Registrar-General to emigration, and of the discrepancy between the increase of males and females.

PRESENT POPULATION OF IRELAND.

The official abstract of the census of Ireland for 1861 shows a decrease of population in that country equal to 12.02 per cent. within ten years. The following are the statistics :

The total population enumerated on the 8th of April, 1861, as obtained from the enumerators' abstracts, amounts to 5,764,543—being 2,804,961 males and 2,959,582 females, or 787,842 less than that returned for the 31st of March, 1861—being a decrease of 12.02 per cent. during the last ten years. These numbers do not include the men of the army and navy serving in Ireland on the night of the 7th of April, but include the wives and families of such persons, and also soldiers on furlough. The present decrease is most apparent in the city of Kilkenny and town of Galway, and counties of Tipperary, Clare, Meath, Kilkenny, King's, Wexford, Waterford and Cork. The only localities in which an increase has taken place, are Dublin county and the towns of Carrickfergus and Belfast, in which latter locality it amounts to 18,941, or 18.88 per cent. on the returns of 1851.

CAUSES OF THE IRISH DECREASE—RELIGIONS.

The commissioners attribute the decrease chiefly to emigration and the effects of the famine which extended over the first years of the decade included in the present census. The Irish census, differing in this respect from the English, included an inquiry into the "religious profes-

sion" of the population, and on this point the report states that, "in only fifteen instances have complaints or objections to the enumerators' returns been made to the commissioners." The following is a summary of this portion of the report: On the night of the 7th of April, 1861, those of the Roman Catholic Church amounted to 4,490,483; those of the Established Church to 678,661; and Protestant Dissenters to 586,563; among whom those of the Presbyterian church numbered 528,992; Methodists, 44,532; Independents, 5,062; Baptists, 4,165, and the Society of Friends, 3,812. The number of Jews was 322. Those classed under the head of "all other persuasions," amounting to 8,414, were chiefly persons denominating themselves "Protestant Dissenters," (unspecified,) "Reformed Presbyterians," "Separatists," "Christian Brethren," "Christians," "Covenanters," "Unitarians," "Seceders," also members of the Moravian church, and such travellers, temporary lodgers and mendicants, (presumed to be Christians,) as to whom the enumerators, or the persons who filled the householders' schedules, were unable to obtain the necessary information.

PAUPERS.

The commissioners report, also, that there were 250,000 paupers in the Irish workhouse, and 47,019 persons in the hospital, of whom 4,545 were not workhouse inmates at the time of taking the census in 1851, while there were but 50,570 persons in the Irish workhouses the day before the recent census was taken.

CITIES ON THE MISSOURI RIVER.

It appears almost certain that those cities in the West which are situated on the western banks of the great rivers running south will always be larger and more important, as well as more numerous, than the cities on the eastern banks of the same streams. This has been the case so far, and the influences which have produced this result are likely both to remain and to increase in power. In this view it is plain that the western bank of the Missouri River must forever remain the base line of commercial operations for the vast territory which extends between that river and the Pacific coast. At present the chief places contending for pre-eminence on this river are St. Joseph and Sioux City on the east side, and Leavenworth and Omaha City on the west side. Each has its own peculiar claims, each is finely situated, and all will grow into places of influence and wealth. But, for the reason or fact above stated, it is probable that the latter towns will bear off the palm in concentrating trade. St. Joseph, we think, has, so far, had the largest population, and, by reason of its rail-road connections, is the present western entrepot for eastern goods. Still it would seem that Leavenworth is to be the Cincinnati of the Missouri valley. It is not situated in a more fertile or healthful district than its rivals. It is not as finely laid out as Omaha, which place has also some other advantages. But Leavenworth may already be said to be in the lead, and when it has completed its rail-road connections it will doubtless maintain and increase its lead.

THE ARCTIC EXPEDITION OF 1860.

OFFICIAL ACCOUNT OF THE RECENT VOYAGE OF THE UNITED STATES, BY
DR. HAYES.*Exploring Schooner United States, Harbor of Halifax, Oct. 1, 1861.*

I HAVE the pleasure to send you the following account of the proceedings of the expedition to the Arctic seas, under my command, subsequent to the 14th of August, 1860. My letter from Upper Navik to the contributors of the expedition, bearing the above date, will have instructed you of my movements up to that time.

We sailed from Upper Navik on the 16th August, 1860; but calms detained us on our way to Tessuissak, and we did not reach the latter place until the 21st. Having there increased the number of our dogs by the addition of the interpreter's team, making a complement of twenty-five animals, and having further increased my crew by the addition of two Danes and one Esquimaux hunter, we put to sea again on the 22d, and stood northward, with a fair wind. On the morning of the 23d we entered Melville Bay. On the following day, at three o'clock, P. M., we passed the Sabine Islands, thence we made a direct course for Cape York, which was reached at five o'clock, P. M., of the 25th.

Our passage through Melville Bay was remarkable. No field ice was seen until we reached within a few miles of Cape York, when we encountered a narrow stream, which, under a full press of sail, was bored without difficulty. We were only fifty-five hours in effecting the passage of the bay.

Standing close in under Cape York, I kept a careful watch from aloft for Esquimaux, and soon had the gratification to discover a group of them moving down toward the beach. The schooner being hove to, I went ashore, and was met by HANS, Dr. KANE'S runaway boy, and other natives. HANS quickly recognised Mr. SONNTAG and myself, and having expressed a wish to go with us, I took him, together with his wife and child, his hunting equipments and two dogs, on board, and again stood northward.

At seven o'clock of the morning of the 26th we were brought up by a heavy ice pack, twenty miles south of SMITH'S Strait. There being a high sea setting directly upon the ice, and the air being thick with falling snow, we lost no time in plying to windward, and, having obtained a good offing, hove to, to await better weather.

The wind soon fell to calm; the clouds broke during the night, and on the morning of the 27th we rounded the ice, in shore, and, under a light northeast wind, stood out toward the centre of the strait, which we entered at nine o'clock, P. M. Here we met a heavy pack, through which no practical lead could be distinguished. Our examination of its margin, with the view of finding an opening, was cut short by a heavy gale, which broke suddenly upon us from the northeast. The bergs being very thick about us, we could not heave to, and we ran great risk of losing every exposed sail. The gale lasted, with very little abatement in

its volume, during the 28th and 29th. On the morning of the 30th, having carried away the foresail, we were glad to reach a small cove, twelve miles south of Cape Alexander, and there dropped anchor in four fathoms water. Here I obtained an excellent view from an elevation of 1,200 feet. The pack appeared to be impenetrable, and very little water was to be seen along the west shore. I determined, however, to attempt the passage.

I had scarcely returned from my journey to the mountain when the gale again set in from the same quarter, and with a violence which I have scarcely seen equalled. On the morning of the 31st we were driven from our moorings, and, in the effort to save our anchors, we were forced upon a group of icebergs which had drifted in with the current, and carried away our jibboom. The wind moderated soon afterward, and we once more entered the strait; but the gale setting in again, the fore gaff was broken in wearing, and being now obliged to heave to, we were a third time driven out of the strait, to seek shelter behind Cape Alexander.

Damages having been repaired, we again entered the strait on the evening of September 1. Discovering no lead through the ice to the westward, we bore for Littleton Island, with the hope of finding, near the more solid ice higher up the strait, a more practicable opening. The gale still continuing to blow with great force, and being under reduced canvass, we made but little headway.

Littleton Island was reached September 2d. Being unable to penetrate the ice to the westward, I determined to work up the coast to Cape Hatherton, with the hope of there finding the ice more open. The undertaking was necessarily attended with considerable risk to the vessel, on account of the heavy fields of ice lying off Littleton Island. The schooner frequently came in collision with ice fields from fifteen to twenty feet in thickness. The quarter-inch iron plate on the cutwater was torn off, and the false stern was carried away. Soon afterward we encountered a severe "nip," and before the rudder could be shipped, the two lower pintels were broken off.

In this crippled condition it was impossible to make further headway, and, after extricating ourselves from the ice, we ran down into Hartstein Bay and anchored. During the 3d, 4th and 5th of September the wind blew with great force from the same quarter as before. On the 4th I reached, with much difficulty, Littleton Island in a whale boat, and obtained a view to the westward from an elevation of some four hundred feet. The ice was very heavy to the west and southwest—a thick impenetrable pack—but to the northward, along the land, it was loose, and the prospect of working westward from Cape Hatherton was encouraging.

On the 6th the wind fell to a calm. The boats were got out, and we pulled up to Littleton Island; but two days had completely changed the position of the ice. Between Littleton Island and Cape Hatherton there was no open water, nor was there any visible from the top of that island to the northwest, west or southwest. Unable to advance, and fearful of being frozen in, we again extricated the vessel from the ice and ran back into Hartstein Bay.

Everything about us now began to wear a wintry aspect. The temperature had fallen to eighteen degrees below freezing. Thick snow had

been falling at intervals since August 25. Our decks were covered with ice, the sails and rigging were so stiff with it that they could barely be worked, the schooner's sides were lined with a thick crust, and large masses of ice had accumulated on the cutwater and forward rigging. The navigable season was clearly drawing to a close.

Northeast gales detained us during the 7th and 8th, and the temperature continuing to fall, I deemed it imprudent again to enter the ice, and accordingly we went into winter quarters on the 9th, in a bight at the head of Hartstein Bay. The schooner was moored by four hawsers, forty yards from shore, in seven fathoms water. The sails were un-bent and the topmasts housed, and, after giving our crew a holiday, our winter operations were commenced. The stores were deposited in a house built for the purpose on shore. The hold was converted into a comfortable room for the men, and the upper deck was housed over with boards. Owing to bad weather, three weeks elapsed before these arrangements were completed.

Our winter harbor, which I named Port Foulke, in honor of WILLIAM PARKER FOULKE, Esq., of Philadelphia, was well sheltered except to the southwest. Observations made by Mr. SONNTAG, at the observatory, erected on shore near the vessel, gave its position, latitude $78^{\circ} 17' 41''$ N., longitude $72^{\circ} 30' 57''$ W., twenty miles further south than Dr. KANE's winter quarters, and distant from it, by the coast, ninety miles.

I need hardly say that I deeply regret that we could not attain a higher latitude with the vessel; particularly do I regret that we could not reach the west coast. That coast was wholly unapproachable with a sailing vessel.

The weather continued boisterous throughout the autumn, and, indeed, during the greater part of the winter. In consequence of the repeated gales the water off the harbor was not frozen over until March, so that sledge travelling to the northward was impracticable during the month of October, at which time I had expected to carry out provision depots for use in the spring. Mr. SONNTAG made an attempt to reach Rensselaer Harbor in November, and although the darkness of the winter had then set in, he was baffled by the open water.

While the daylight lasted we were profitably employed. A survey of the harbor and adjacent coasts was made by the joint labors of Messrs. SONNTAG, McCORMICK, DODGE and RADCLIFF. In September Mr. SONNTAG put up in the observatory the fine pendulum apparatus, constructed expressly for the expedition by the Messrs. BOND, of Boston, and a full set of satisfactory experiments were obtained. The magnetic instruments were subsequently placed in the same building, and observations were there made from time to time. A meteorologic observatory was erected on shore, and observations were there recorded three times daily, with several instruments. A bi-hourly record was kept near the vessel, with a single instrument. I may mention that all of the instruments have been well compared. A survey of JOHN's glacier was made by Mr. SONNTAG and myself in October. This glacier, which was discovered and named by Dr. KANE, approaches the sea through a deep valley, and its face is two miles from the sea. The angles, not yet reduced, obtained in October, were repeated by myself last June, and they show a considerable movement of the glacier. The survey of this glacier was further continued by me late in October, with a party of five persons. I ascended to the *mer*

de glace, and travelled eastward fifty miles. Our greatest elevation was 4,500 feet, the temperature at which elevation was 15 degrees lower than at the level of the sea.

The winter was passed in health and comfort. We were fortunate in capturing upwards of 200 reindeer, which kept both ourselves and the dogs constantly supplied with fresh food.

The winter brought, however, some serious misfortunes. A disease which had been prevailing in North Greenland during the last few years broke out among the dogs, and of the fine pack which I had taken from the Danish settlements, only eleven animals remained alive on the 20th of December. You are well aware that my plan of explorations was wholly based upon dogs as a means of transport across the ice, and, situated as I was, on the east side of the strait, and ninety miles further south than I had anticipated, I became seriously apprehensive for the success of the approaching effort.

My party being necessarily small, I could not send into the field more than a boat's crew of able-bodied men, and these I had always considered as merely auxiliary to the dogs, and, without the dogs, altogether unavailable for the services to be performed.

My anxiety was fully shared by Mr. SONNTAG, the astronomer of the expedition, and my able second in command. He early volunteered to go south to endeavor to open communication with the Esquimaux of Northumberland Island, with the hope of obtaining dogs. His former experience when with Dr. KANE had familiarized him with all the phases of Arctic travel, and no one could have been better fitted for the task. Besides the usefulness of the proposed journeys, it was peculiarly in harmony with his active and enterprising spirit. His offer was accepted, and he left the vessel on the 22d of December, with a sledge and nine dogs, accompanied by the Esquimaux HANS, intending to make the journey and return during the moonlight period then setting in. It is my sad duty to inform you that he died while absent.

It appears, from HANS' report, that the immediate cause of Mr. SONNTAG's death was cold. HANS, upon his return, stated that they travelled the first day to Sutherland Island, where they camped in a snow hut, and were there detained two days. Their next camp was at Sorfalik, a deserted Esquimaux station on the coast, fifteen miles below Cape Alexander, where they built another snow hut. They set off next day directly for Northumberland Island. The ice, although covered with light snow, appeared to be sufficiently strong. Mr. SONNTAG walked in advance of the sledge, and, when about five miles from the land, he came upon thin ice, and broke through. HANS assisted him out of the water, and they immediately put back for Sorfalik. Before that place was reached Mr. SONNTAG was insensible, and he died soon afterward. His remains were subsequently brought to the vessel, and were interred near the observatory.

HANS succeeded in reaching the Esquimaux; but by over-driving and injudicious management, five of the dogs were killed, and the remaining four were permanently injured. I had now only six animals. The Esquimaux came to the vessel some weeks later, and from them I obtained by purchase a sufficient number to make two teams of seven each.

It was not until late in March that the ice formed around Cape Ohlsen, and the land being too mountainous for sledge travelling, I was not, until that time, able to set out northward. At that period I made a

preliminary journey to Fog Harbor, and there established a provision depot. I availed myself of this opportunity to visit Rensselaer Harbor, Dr. KANE's winter quarters. No vestige of the *ADVANCE* was discovered. She has probably drifted out to sea with the ice. During this journey the coldest temperatures of the cruise were recorded. On one day the thermometer sank to $66\frac{1}{2}$ degrees, and on another to 68 degrees below zero. We camped at night on this, as well as on all subsequent journeys, in the snow hut of the Esquimaux.

Active preparations had been making since January for the spring campaign, and we were ready for the final start on the 4th of April. The chief equipment consisted of a metallic life-boat, twenty feet in length, mounted upon runners, provisions for a boat's crew of six persons for five months, provisions for seven persons and fourteen dogs for six weeks, together with a careful allowance of fuel for the above-named period. We started from the vessel on the above-mentioned date, with our entire equipment, the boat and its cargo being drawn by the whole available ship's company and fourteen dogs. Mr. RADCLIFF, with two men, were left in charge of the vessel.

Upon reaching Fog Harbor we made nearly a due north course, intending to reach the west coast and travel thence upon the land ice. We soon encountered hummocked ice of extraordinary thickness, through which it was often necessary to break a passage with axes and shovels. It finally became evident, from the slowness of our progress, that the entire summer would be consumed in reaching the west land, even if the boat could be transported to it at all. Being well assured that nothing could be accomplished with the boat expedition, I sent the main party back on the 28th of April, and continued northward with three companions and two sledges.

The ice grew worse as we advanced, and we were fourteen days in reaching the west coast, a distance, in a direct line, of only forty miles. From this fact you can form some estimate of the character of the ice over which we travelled. The severity of the labor broke down the dogs and I was compelled to feed to them a double ration, thus consuming rapidly the provisions, and proportionally shortening my northward journey. Reaching the west coast at Cape Hayes, we travelled along the land through Kennedy Channel until the 18th of May, when, our provisions being exhausted, we were compelled to turn our faces southward. The latitude attained upon that day was 81 degrees 35 minutes, a degree of northing which I believe not to have been exceeded or equalled by any explorer except Sir EDWARD PARRY. The land was taken possession of in the name of the United States, with the usual forms, and the flag which was used upon the occasion has covered the most northern known land upon the globe.

Although thus early in the season the ice in Kennedy Channel was everywhere much decayed and unsafe, and in some places was entirely gone. In one extensive pool a flock of water-fowl was discovered. I entertain no doubt that the ice of Kennedy Channel was broken up and dissolved at a very early period of the summer. It was in this channel that Dr. KANE discovered an open sea, at a period of six weeks later, in the summer of 1854. Before reaching the vessel I lost all but seven of the remaining dogs, and the ice having broken up around Cape Ohlsen, further exploration to the northward was impossible during the present season.

The six weeks subsequent to my return to Port Foulke were occupied in preparing the vessel for sea, in completing some unfinished surveys, in making magnetic and other observations, in collecting specimens of natural history, in photographing the scenery and objects of interest in the vicinity. The schooner had been much damaged by the ice encounters of the previous summer, and it was found impossible to restore her original strength. Being without a carpenter, a large share of the labor of repairs fell upon Mr. McCORMICK, the sailing-master of the expedition, of whose ready ingenuity and practical skill I cannot too warmly express my acknowledgments. The ice broke up around the vessel on the 10th of July, and we put to sea on the 14th.

After much difficulty and two trials we reached the west coast, twelve miles south of Cape Isabella, and, being unable to pass the cape, we dropped anchor, and on the 28th I made a journey to the north side of the cape in a whale-boat, and from an elevation of six hundred feet obtained a view to the northward. In that direction, fifteen miles above Cape Isabella, the ice was solid and unbroken as far as the eye could reach.

To the eastward the pack ice was heavy and impenetrable. To penetrate the strait under these circumstances, with the view of reaching a practicable point for future sledge operations with my reduced force, (for I had now only five dogs,) was clearly impracticable, and believing that I was not justified in incurring the heavy expense of another year's absence without a prospect of corresponding results, I reluctantly abandoned the field and turned southward.

Taking Whale Sound on the way, I completed the survey of that remarkable inlet, and obtained there an excellent set of magnetic determinations and some photographs of the natives, the glaciers and other objects of interest.

After boring through the ice of Melville Bay for 150 miles, we reached the southern water, and entered the harbor of Upper Navik on the 14th of August. There we remained ten days, engaged during that time in various scientific explorations. On the 1st of September we reached Corham, or Lively, and were there similarly occupied. We were ready for sea again on the 6th, but a succession of southwesterly gales detained us until the 17th, when we again put to sea, and, having a fair wind, we were, on the 22d, 200 miles to the southward of Cape Farewell. From that time until the 9th of October we encountered constant southerly weather, with frequent gales. When off Halifax we sustained serious damage, and were obliged to put into that port for repairs. We are now again ready for sea, and expect to leave this port to-morrow.

I have to regret that we could not accomplish a greater northing, but situated as we were, with Smith's Strait to cross, and with a small force at command, I can but regard the summer exploration as fortunate and successful. The field of research, although more limited than I had anticipated, was, however, new, and my observations in different departments of physical and natural science will, I feel assured, meet the approbation of the patrons of the expedition.

I am well satisfied that they will be found fully to justify the labor and expense which they have cost. The unfortunate accident which occasioned the untimely death of Mr. SONNTAG caused a serious loss to the expedition. The system of observations and experiments which we had planned in concert had already accomplished important additions to

Arctic science, when death deprived me of his invaluable assistance; and with the duties incident to Arctic exploration in the field pressing constantly upon me, I was not always able to execute the plans which we had devised. My officers, however, on all occasions contributed their best assistance, and I was by them relieved of many onerous duties. I am especially indebted to Mr. RADCLIFF, assistant astronomer, for his zealous assistance in the work at the observatory, and for assistance in taking photographic views; and to Messrs. KNORR and STARR I owe obligations for valuable aid in collecting specimens of natural history and other scientific duty.

I will mention, in conclusion, that I am still of opinion that Smith's Strait can be navigated with steam. Under sails alone I am satisfied that it cannot. It is my hope to be able to renew the attempt with a small steamer. With this view I have left some stores at Port Foulke and at Upper Navik.

With the hope that this will find you in the enjoyment of health and happiness, I remain, very sincerely, your friend and servant.

J. J. HAYES.

To HENRY GRINNELL and others, New-York, Committee on behalf of the American Geographical and Statistical Society.

Public Library
OCEAN TELEGRAPHS

From Falmouth to Gibraltar the distance is less than 1,000 miles; from Gibraltar to Malta the distance is 988 miles; from Malta to Alexandria it is 815 miles; from Suez to Aden, 1,310 miles; from Aden to Bombay, 1,664 miles; from Bombay to Point de Galle, 960 miles; from Point de Galle to Madras, 540 miles; from Madras to Calcutta, 780 miles; from Calcutta to Penang, 1,213 miles; from Penang to Singapore, 381 miles; from Singapore to Hong Kong, 1,437 miles; from Singapore, to Batavia, 520 miles; from Batavia to Swan River, 1,500 miles; from Swan River to King George's Sound, 500 miles; and from King George's Sound to Adelaide, 998 miles. From Adelaide to Melbourne and Sydney there will shortly be a telegraphic communication overland. From Trinity Bay, in Newfoundland, to Bermuda, the distance is 1,500 miles; from Bermuda to Inagua the distance is about 1,000 miles; from Inagua to Jamaica it is 300 miles; from Jamaica to Antigua, 800 miles; from Antigua to Demarara, *via* Trinidad, 800 miles; from Antigua to St. Thomas, 227 miles; from Jamaica to Greytown, *via* Navy Bay, 1,000 miles; and from Jamaica to Belize, 700 miles. It will be thus seen that all our settlements, dependencies and colonies in the Peninsula, Mediterranean, Arabia, India, China, Australia, the West Indies and Central America, could be joined to England by shorter submarine cables than that which at present connect Ireland with Newfoundland, and without their touching any powerful foreign State. The aggregate length of these cables would be about 21,000 miles, and reckoning 20 per cent. for slack, the whole length would not measure more than 24,000 miles. These cables would place England in almost instantaneous communication with upwards of forty colonies, settlements and dependencies, situated 20,000 miles apart, in the eastern and western hemispheres.—*English Paper.*

THE COTTON QUESTION.

I. FLAX COTTON. II. JAMAICA COTTON. III. CENTRAL AMERICA. IV. INDIAN COTTON. V. BREAD VS. COTTON. VI. FLAX COTTON IN IOWA. VII. FLAX COTTON AND FLAX WOOL. VIII. PERENNIAL COTTON. IX. PORTUGUESE COTTON.

FLAX COTTON.

A MEETING of the citizens of Lockport, N. Y., has been held to organize a company for the manufacture of flax cotton. It was attended by Ex-Governor HUNT and Hon. S. B. RUGGLES, the latter of whom, says the *Lockport Journal*, "made some interesting statements of the merits of the invention, the simplicity and certainty of the scientific principle on which it is based, and its great value at the present crisis, in cheaply extracting from flax a fibre capable of being substituted for cotton, at least to a considerable extent." The company who controlled this most important invention had the whole United States for their field of action, but, after careful inquiry, had selected Lockport for their first and principal establishment, as enjoying convenient access at once to the productive flax regions of the interior, and to the centres of manufacturing industry on the seaboard; possessing, too, in its own great weight, hydraulic power, the means of manufacturing the fiber to any desired amount.

"He dwelt earnestly on the importance of developing this new branch of industry, not only in increasing the trade and revenue of our canals, and opening new sources of agricultural wealth, but its far higher influence in securing to the Northern States and to Europe comparative independence from 'cotton domination,' with which the world has been threatened.

"Among the statistical views which he presented was the fact that the price of the flax fiber thus produced and ready for use, would fall far short of the present price of cotton, probably not exceeding eight, and certainly within ten cents per pound."

No one of the speakers stated the process by which the fiber is to be prepared, nor do we learn whether it is new, or one of the half-dozen patents that have been for a year or more before the public. The matter is one of considerable moment to the people of this city, because whatever the manufacture, the raw material must be drawn from the West, and this should be the point in which it is prepared for the spinners. As our readers know, we have great faith in the ultimate success of flax as a cheap rival of King Cotton. Hence we are anxious that Chicago should be among the first to avail itself of the inducements to capital and enterprise which the success of experiments already made clearly hold out. The subject is worthy of an inquiry, and any gentleman of this city who has an intelligent friend in Lockport would do well to get the information which the *Journal* fails to supply.

By flax cotton is meant the fiber of flax reduced in length, cleansed, carded, bleached, and nicely prepared to resemble in appearance cotton

that has been cleansed and carded, and adapted for mixture with cotton or wool in the various fabrics of daily wear and use.

To accomplish this, requires improvements in the mode of breaking the straw and separating the fiber from the wood, and of the carding, drawing, spinning frames, which are in common use, as well as great nicety in bleaching. All these are to be made by ingenious machinists and manufacturers, and require the expenditure of time and money and careful experiments.

The American Flax Cotton Company, organized at Boston in 1859, under a special charter from the State of Massachusetts, adopted the patents of STEPHEN RANDALL, of Rhode Island, JONATHAN KNOWLES and J. M. ALLEN. Experimental mills were established at Watertown and at Roxbury, and thousands of dollars expended in improving the machinery and perfecting their processes.

JAMAICA COTTON.

The attention of the recent meeting at Newcastle on the subject of the Jamaica Cotton Company was called to the following letters from Lord BROUGHAM and THOMAS CLEGG, Esq.:

BROUGHAM, *Penrith, Sept. 5, 1861.*

Dear Mr. BOURNE,—I trust you will continue successful in our great cotton undertaking; no friend of the colored race in the West Indies can avoid feeling much anxiety for the supply by their free labor; and this, during the present unhappy state of affairs in America, becomes peculiarly important for our manufacturers.

Believe me, truly yours,

H. BROUGHAM.

Mr. THOMAS CLEGG, of Manchester, writes thus in relation to the fifteen samples of cotton:

1 *Mount-street, Manchester, Sept., 1861.*

STEPHEN BOURNE, Esq.: Dear Sir,—I have examined, as carefully as my time would allow, the fifteen samples of cotton which you have sent to me, and which you state to have been grown in Jamaica. Eight of them I consider to be worth from 1s. to 1s. 6d. per lb., and seven of them 8½d. to 9d. per lb. Having before frequently examined samples which you and others have sent me of cotton grown in Jamaica, and it being uniformly of good quality, and generally very superior, I have no hesitation in certifying that, in my opinion, Jamaica is admirably adapted for growing that particular kind of cotton of which we stand so much in need, and which at present is chiefly got from America. Being anxious to get an abundance of cotton from new countries, I assure you I wish your company every success, which you, as an individual, so much deserve.

Yours, very truly,
(Signed,)

THOMAS CLEGG.

CENTRAL AMERICA AS A COTTON FIELD.

Central America contains a greater area of cotton-producing land than all the "seceded" States together, and the quality of the cotton is as

good as the best that is produced in any country. In the Southern States the cotton plant, an annual, is killed every year by the frosts, whereas in Central America it is perennial. The best variety, the *anguilla*, commercially known as the Sea Island, is a native of Honduras, and was introduced into South Carolina shortly after the Revolution. The cotton of Central America is equal in quality to that grown in Jamaica, South Carolina or Florida, and superior to the best productions of India or Egypt. The yield per acre is more than double that of the Southern States, there being two crops a year. The soil is almost inexhaustible, the climate delightful and labor cheap. On the Pacific coast there are extensive plateaux, which are only waiting the attention of the careful and thrifty planter; and the forest trees of that portion which would need to be cleared are such as always find a ready market at remunerative prices in the Northern States and Western Europe, such as mahogany, cedar and Brazil wood. The climate of Central America, though warm, is not oppressive; it is not so debilitating as to prevent white men from engaging in active out-door employment. It is exceedingly healthy. Free labor is abundant and cheap. There are no slaves, and the services of the natives can be procured at the average rate of twenty-five cents (1s. $\frac{1}{2}$ d.) per head per day. This is less than one-half the cost of slave labor in the cotton districts of the South.—*London American.*

SUPPLY OF INDIAN COTTON TO ENGLAND.

The Bombay mail, which arrived last month, brings a resolution by the Governor-General in Council on this subject. His Excellency, though earnestly desirous to encourage the cultivation of products of trade, and especially of cotton in India, laid down as a fundamental rule for the guidance of the executive, that every measure which places government in the position of a private capitalist or cultivator, must be injurious, and that all attempts by authority to stimulate cultivation are out of the question. But consistently with the observance of this rule, Lord CANNING is desirous to do all in his power to increase the growth of cotton, and especially to encourage the cultivation of the finer sorts. With this view, prizes will be given for the production of cotton in each of the three presidencies for the largest quantity, combined with the best quality. Each prize will be in value about £1,000, and the prizes are offered for each of the two next seasons.

BREAD VS. COTTON.

The sovereignty of cotton certainly appears to be disputed by corn at this moment in a remarkably direct competition. England and France, as we have been told for months, may be sorely tempted to intervene in our affairs by their urgent want of cotton. It happens, however, that while we have been fighting, and harvesting the while a magnificent crop of breadstuffs, England and France have suddenly found an enormous deficiency of grain staring them in the face. Of the two, cotton can probably be spared more easily than bread. At all events, it now happens that whenever either of these powers is tempted to consider whether the law of nations and peace might not be advantageously bartered for

cotton, it has also to consider whether it wishes to exchange a dearth of cotton alone for a dearth of both cotton and bread.

For this year then, at any rate, it seems to us that the question of peace is settled, even if no higher considerations are to enter into European counsels than those which we name. We do not believe the European powers to be in a position to play the desperate game ascribed to them, even if they are capable of it, which we are far from willing to suppose. Providence has not only smiled upon us so far as to give us the means of domestic prosperity and comfort while carrying on this struggle, but has by the same agency insured us, to a great degree, from external interference from the only quarter whence it was to be expected. It is for us now to see to it that this opportunity is vigorously improved, and that as the pressure which now constrains our powerful friends abroad is removed, so the temptation which may urge them to recognise the South as an independent power is removed also.—*Boston Daily Advertiser*.

FLAX COTTON IN IOWA.

An Iowa correspondent of a New-York paper writes: We have had in operation one of "RANDALL'S Brakes" and a "Duster," both manufactured in Rhode Island, for the purpose of preparing flax straw for the manufactory. The process is as follows:

The flax is mowed with an ordinary scythe or mowing machine before it is thoroughly ripe; it is cured in every way the same as hay. It may be threshed the same as any other grain, the tangling the straw not injuring the fiber. One ton of straw yields from 500 to 1,000 pounds of lint. 200 tons of the unrotted straw have been engaged in the vicinity of this place at \$5 per ton, by the party who has the control of the machinery here. This is intended merely as an introduction to the operation for next season, when a large amount of machinery will be located here for the purpose of preparing the straw for market. Two of the same brakes are in operation at Mt. Pleasant, Henry County, Iowa, with the same success as here.

I do not think we can entertain a doubt as to the success of this movement. With Yankee ingenuity and Western perseverance both interested, there can be no such thing as fail.

A Boston correspondent thus speaks of the recent invention for "flaxing out" King Cotton:

There are now in operation in this city experimental works for the manufacture of flax fiber into a material called fibrilia or flax cotton. This can be produced in *any quantity* at seven or eight cents per pound, and the cloth made from it is better in every respect, and will take and preserve colors better than cloth made from cotton. The raw material, flax, wild or cultivated, can be produced, and is produced, in Canada and all the Northern States in vast quantities. Col. LANDER, in one of his recent reports, speaks of coming to plains covered with immense quantities of this plant growing wild.

Now, here is an article which even now can be had in quantities, so that its material can be produced at from two to three cents per pound less than cotton, which makes a better cloth, and which is destined to

supersede cotton. Slowly but surely the parties owning the patents for the process for manufacturing this article are working it into the attention of our people.

PERENNIAL COTTON IN COLD CLIMATES.

Capt. R. C. KENDALL, formerly of the United States Coast Survey, is making an earnest effort to interest merchants and agriculturists in the Northern States in the practicability of introducing, for general culture in this part of the country, a species of cotton-growing plant from Peru. He is confident that results of great commercial importance may be anticipated. While engaged several years ago on the estate of a gentleman in Chili, Mr. KENDALL'S attention was directed to a fine specimen of the *Gossipium Arborium*, or perennial cotton-tree—presenting to the eye “a perfect cone or pyramid of pure, brilliant snow, elevated at its base perhaps seven feet from the ground, upon a shaft of whitish bronze.” The foliage had been shed, but the pods remained, having fully burst, covering the entire structure with a mass of spotless cotton. In a recent lecture before the New-York Farmers' Club, Mr. KENDALL remarked as follows:

“The *Gossipium Arborium*, or Peruvian cotton tree, will yet answer the almost universal call for a cotton capable of being cultivated in northern latitudes. It is perennial, can be grown wherever Indian corn can be matured, and promises to yield larger crops than the present herbaceous cotton of the South, while its requisite culture and mode of manipulation are such as can readily be performed here. I have already proved, by personal experiment, that it can be grown in the northern part of Maryland, and shall most earnestly urge the prosecution of more extended experiments, fully assured that its successful introduction will tend to prevent any future recurrence of difficulties such as now derange the harmony of the country.”

The plant is perfected in its sixth or seventh year, obtaining the size of a common peach-tree, and thrives best in a high latitude. Its product can be prepared for market with great facility, as the seed is attached to the stamen, (not distributed through the lint, as in the herbaceous cotton,) and is readily shaken off, without ginning. Either seed or cuttings may be used in propagating the plant, and we understand that Mr. KENDALL proposes to demonstrate that it is practicable to produce, in the free States, an abundant supply of good cotton. He predicts that “the period is not very remote when hedges, most efficient as fences, shall yield annual dividends of cotton; ornamental trees, blending the useful with the beautiful, shall repay tenfold their cost and culture; when the rugged heights of the Hudson, the plains of New-Jersey, the fertile valleys of the Keystone State, and the undulating prairies of the Great West, shall gleam in the sunlight, white as the winter drift, with generous pods of democratic cotton.” This is a glowing prospect, but if only part of it shall be realized, the consequences cannot easily be estimated.—*New-York Journal of Commerce*, October 11.

FLAX COTTON AND FLAX WOOL.

The manufacture of these articles is on the increase. There is a good demand now for the latter, which is used to mix with wool in the manu-

facture of certain styles of woollen goods. Unlike cotton, in cotton and wool fabrics, the flax does not wear off, producing that white, worn appearance noticeable in such goods after usage, but is said to strengthen and make the fabrics that it is introduced into wear better. Messrs. HALL & FARRAR, manufacturers of the flax cotton and wool, have their factory at Jamaica Plain in full blast, and are making about a ton a day, for which they have a steady and increasing demand. Those interested can see specimens of the material and cloth in which it is used at 101 State-street.

PORTUGUESE COTTON.

The following remarks on the subject of the cultivation of cotton in Portugal are given in the *Annales du Commerce Etranger* :

"It has been proved by repeated experiments that the cultivation of this important article would succeed, not only in the Portuguese settlement on the coast of Africa, but on certain parts of the Peninsula, particularly in the Algarves and Alemtigo. The maritime part of the former province, the lands of Almargem and Trofal in the cantons of Loule and Albufeira, and those of Ludo, in the canton of Faro, are mentioned as the best suited to the cotton plant. Some cotton grown in the last-named place figured in the Universal Exhibition of 1851. The land in the Algarves may be purchased at a very moderate price, in consequence of the new law in Portugal, which allows in certain cases the sale of majorats, and the cultivation of cotton there would tend to retain in the country a great part of the laborers who now annually emigrate into Spain in search of employment."

BERAR COTTON.

A correspondent of the *Englishman*, in a history of the Berar cotton trade, describes Narainraopettah, a large and populous town, ninety miles south of Hyderabad, as the great mart, the Dacca of the province. There muslins for the Moslem harems are turned out, of exceeding fineness and beauty. The cotton of which these fabrics are made is longer in staple and finer than the best Sea Island. It is indigenous, but cultivated and picked with great care, in a rich soil at the confluence of the Bheema and Kistna rivers. This bears out the assertion of Mr. МАСКАУ, who was sent by Manchester to inspect the cotton districts of India, that with careful attention, such as is given in America, the indigenous cotton of India will equal the best New-Orleans.

COTTON FROM AFRICA.

M. DU CHAILLU, the celebrated traveller, read a paper at one of the sectional meetings of the British Association, on the people of Western Equatorial Africa, which gave rise to a discussion respecting the qualifications of Africa as a cotton-producing country. M. DU CHAILLU said that cotton grew wild in the districts of which he had spoken, but he thought it would be difficult to obtain a supply in consequence of the absence of manual labor. The females, he remarked, were compelled to perform the work, and they did as little as possible.

JOURNAL OF NAUTICAL INTELLIGENCE.

- I. SCIENCE AND THE MERCANTILE MARINE. II. SHIP-BUILDING ON THE MERSEY. III. STEAMSHIPS ON THE CLYDE. IV. BRITISH MERCANTILE STEAM FLEET. V. TRANSATLANTIC STEAMERS. VI. RECOVERY OF SUNKEN VESSELS. VII. THE LATE GALES. VIII. AN OLD SHIP-MASTER. IX. THE ENGLISH MERCANTILE MARINE FUND.

SCIENCE AND THE MERCANTILE MARINE.

At the late meeting of the British Association in Manchester, Dr. COLLINGWOOD, of Liverpool, read a paper before Section D, "On a Scheme to induce the Mercantile Marine to assist in the advancement of Science, by the Intelligent Collection of Objects of Natural History from all parts of the Globe." The object of this scheme was twofold: first, to raise the social and educational *status* of the captains and others engaged in the merchant service; and, second, to render available the vast opportunities they enjoy of advancing science, by intelligent observation in various parts of the globe. Considerable discussion was elicited by the reading of this communication, and an influential committee was appointed to report upon the subject. As chairman of that committee, Dr. COLLINGWOOD has since made several important advances in the maturation of the scheme, the chief of which are as follows: It being considered of the last importance that the sanction and co-operation of ship-owners should be obtained, a meeting was convened recently, in the Mayor's Parlor, Town Hall, Liverpool, at which some of the most influential ship-owners of that port were present, as well as the chairman and secretary of the Mercantile-Marine Service Association; Mr. T. M. MACKAY, of the firm of JAMES BAINES & Co., occupying the chair. The meeting having been informed of the nature and progress of the movement, and the subject having been discussed, the gentlemen present promised their support, both nominal and pecuniary if necessary, and the Mercantile-Marine Service Association were requested to draw up some form of certificate, as a reward for industry and diligence in any of the departments in which it is anticipated that they can be serviceably employed; this certificate to be signed by persons of influence, to be afterwards decided upon. Another important step, which it is hoped will be the pioneer of similar movements in other scientific societies, is the following: The Literary and Philosophical Society of Liverpool is a society now in the fiftieth year of its existence, and Dr. COLLINGWOOD, its secretary, has procured the adoption of a law, which was confirmed at the last meeting, empowering the society to elect as associates "masters of vessels, or others engaged in marine pursuits, who may have peculiar faculties for adding to the scientific interest of the society's proceedings." These associates are to be in every case recommended by the council, and to be limited in number to twenty-five, having the same privileges as corresponding members. Such a distinction, we have reason to believe, will be highly prized by many intelligent captains, and will stimulate others to make use of those opportunities which they so abundantly possess.

dantly enjoy, in such a manner as cannot fail to benefit themselves and advance science. We trust to see other scientific societies adopting the same course.

SHIP-BUILDING ON THE MERSEY.

On the 14th of August, Messrs. JOHN LAIRD & SONS launched from their ship-building yard, at Birkenhead, a magnificent new steamer, built for Messrs. JARDINE, MATHESON & Co., the well known China merchants. This steamer, (the RIVA,) built with the utmost care, is intended to carry light but valuable cargoes of tea, silk, &c. She is of 2,000 tons burden and 400 horse-power, and it is confidently anticipated that her speed will average from 16 to 17 knots per hour. The launch was in every way a success, and was witnessed by an immense concourse of spectators, including 2,200 workmen employed by Messrs. LAIRD & SONS, whose yards are crowded with fine vessels and steamers, either in process of building or repairing. Among them are the unhappy Galway steamers HIBERNIA and COLUMBIA, which are being nearly rebuilt.

Messrs. LAIRD have also just finished for the owners of the above-mentioned RIVA, a two-funnelled steam tug, intended for service in the Yang-tze-Kiang river. It is also rumored that an iron-plated war steamer will be shortly commenced by Mr. LAIRD.

STEAMSHIP-BUILDING ON THE CLYDE.

We learn from the London *Times* that several rather important launches of steamers have taken place from the banks of the Clyde during the month of August. Messrs. R. STEELE & SON, of Greenock, have turned out a screw of 1,400 tons, named the St. GEORGE, 253 feet long, 33 feet 6 inches broad, and 22 feet deep. The St. GEORGE, which will be fitted with engines of 175 horse-power, has been built by Messrs. J. & A. ALLAN, of the Montreal Ocean Steamship Company, and is intended to ply between Glasgow and Montreal. A similar screw, built for the same owners by Messrs. BARCLAY, CURLE & Co., of Whiteinch, is as nearly as possible, of the same tonnage and dimensions, and has received the name of the St. ANDREW; she is to be fitted with engines by the same firm, of 150 horse-power, and will also run between Glasgow and Montreal. Messrs. TOD & MCGREGOR, of Partich, have launched a screw named the VASCO ANDALUZ, for a Spanish firm, who propose to run her between Bilboa and Seville. The VASCO ANDALUZ is 163 feet long, 25 feet breadth of beam, 12 feet deep, and 495 tons burden; and she is being fitted with a pair of direct action surface condensing engines of 60 horse-power. The NORTE, another steamer, built by the same firm, left the Clyde for Spain in August.

If New-York aims to maintain the supremacy of the sea, she must be alive to the important changes now making on the Clyde, in the matter of iron ships.

THE BRITISH MERCANTILE STEAM FLEET.

The steam fleet of Great Britain has contributed incalculably to her pre-eminence as a commercial nation. Indeed, few have any adequate

conception of the rapid growth of this important interest, or the extent already attained. It appears, from an official return, that at the commencement of the present year 1,945 steamers were registered in the United Kingdom, of a gross burden of 686,417 tons, being an increase of 82 vessels and 19,904 tons, as compared with the corresponding date of 1860. The number of paddle steamers was 1,312; of screws, 601. As regards the materials of which they were constructed, 860 were built of wood, 1,080 of iron and five of steel. Of the whole number of steamships, 515 are owned in London and 214 in Liverpool. The scale of operations entered upon by some of the leading steamship companies of England is enormous. First in importance, as concerns the United States, is the "CUNARD fleet," comprising no less than thirty large steamers, averaging not far from 2,000 tons. The largest of these is the new steamer "SCOTIA," which measures 4,000 tons, and three more powerful ships will soon be added.

STEAMERS BETWEEN BRISTOL AND NEW-YORK.

MITCHELL'S *Steam Shipping Journal* thus alludes to the revival of an old project: The late BRUNEL entertained a high opinion of the Severn as a transatlantic packet station. The Avon, which empties its waters into the Severn, meets the river Frome at Bristol, ten miles from the estuary, and the Great Western runs trains to and from London and Bristol in two hours and fifty-five minutes. As Bristol is eighty miles nearer New-York than Liverpool, and there are steamboats from Bristol to all the leading Irish ports, and also railway connecting links with Southampton and Poole, on the southwest coast, and with the whole of Wales and England to the north and east, there is nothing surprising in the announcement of the formation of a company for placing express steamers on from Bristol to New-York. These boats are to do the passage in less than seven days. To achieve this they must be propelled at the rate of $17\frac{3}{4}$ miles per hour on an average, or exactly 424 miles per day. This is less than $15\frac{1}{2}$ knots, and is exceeded by scores of steamers. From the extreme length, light draught of water, and enormous horse-power of the vessels proposed for the Bristol and New-York trade, fully 20 miles per hour is anticipated to be accomplished.

THE RECOVERY OF SUNKEN VESSELS.

Recently two pontoons, which have been built in connection with an ingenious apparatus for raising sunken vessels, were privately tested at Corbrook, in order to ascertain their power of resisting pressure. Under the name of RAINBIRD'S patent encircling chains and self-gravitating air cylinders, a model of the apparatus has been for some time before the public, but the present is the first attempt to carry the invention into practical effect, a company, called the Marine Salvage Company, having been recently formed to put the patent into operation. The invention may be briefly and popularly described as consisting of two cylinders, each built of iron plates, in shape something like the hull of vessels, covered in and made air-tight. These cylinders or pontoons are divided into two compartments, each of which is perforated by a hollow pillar or column.

Through these columns it is intended to pass chains, the ends of which, by a simple but efficient arrangement, are prepared for being made fast to the object to be raised. The pontoons, which, by means of a radial tube, are rendered self-gravitating, are then filled with a sufficient quantity of water to enable them to sink, and are lowered one on each side of the sunken vessel. By means of powerful hydraulic apparatus on board the attendant steamers, air is pumped down into the cylinders, so as to displace the water, and pontoons and vessels, assisted by lifting apparatus on board the steamer, rise gradually to the surface together. The pontoons in question have been built by Messrs. GALLOWAY & LORD, of Knot Mill, and are the smallest size it is intended to make, being 70 feet long and 8 feet in diameter. These comparatively small cylinders, however, represent a lifting power of 300 tons dead weight, which would be equivalent to the real weight of a vessel of 700 or 800 tons burden. They were subjected to hydraulic pressure to the extent of thirty-five pounds to the square inch, and sustained that pressure without injury. In a few days the pontoons will be taken down the canal and the Mersey to Liverpool, and their capabilities for accomplishing what they are designed to effect will be thoroughly tested.—*Manchester Guardian*.

THE LATE GALES.

The extent of casualties during the late serious gales on the northeast coast of England, posted on LLOYD'S books, is not so heavy as was at first contemplated, and the loss to the room does not exceed, it is said, more than £25,000. In all there appears to be about sixty disasters, the bulk of them coasters and colliers, which are supposed to be insured in the northern clubs. Admiral FRIZROY, the head of the Meteorological Department of the government, in a letter to the *Times*, says the storm of the 2d was circuitous or cyclonic. Its central area was in the North Sea, off Yorkshire, around which, along the coast, it blew hardest from Northumberland to Norfolk. Off Flamborough Head it was sudden and most severe. There was no wind to speak of in the west of Ireland. On the northeast coast and in the Irish Sea there was a short gale. This cyclone was local, and did not travel far.

DEATH OF AN OLD SHIPMASTER.

The Salem *Register* chronicles the death of Captain SAMUEL W. COOK, the oldest of the sea captains of that place. Captain COOK was in his ninety-third year. His wife survives him, in the eighty-seventh year of her age, the two having lived in wedlock sixty-one years, occupying the same house nearly the whole of that period. They had two daughters, both of whom are living, the elder being the wife of Gen. HENRY KEMBLE OLIVER, State Treasurer, and one son, who died in 1823.

Capt. COOK had quite an adventurous life. We copy the description of some of its incidents, as narrated in the *Register*:

In the "JOHN ADAMS" war with France, Capt. C. commanded the brig POLLY, of ten guns and twenty men, sailing from Charleston, S. C., she being regularly commissioned as a letter of marque by the United States government. Her owner, one TUNIO, a resident merchant of Charleston,

desired Cook to wear the "black cockade" as a distinctive badge, but Cook refused. He might fight or defend his vessel against the French, but he was not "anti-Gallacian" enough to wear the famous cockade. While in this brig, and off Charleston bar, she was struck by lightning, prostrating ten of her men and killing two; and the remarkable part of the affair was, that the lightning came from a small cloud in an otherwise clear sky, so that Capt. C. thought that one of his guns had accidentally exploded.

For a few years Captain C. sailed from Charleston to the West Indies and Europe, and then came North, and was engaged in the Salem and Baltimore and Southern trade, distributing the cargoes of our East India-men through Southern markets. In 1800 Captain COOK was married to SARAH, eldest daughter of Captain JAMES CHEEVER, of Salem, himself a veteran shipmaster of the revolutionary era. In February, 1802, Captain C. sailed from Salem in the VOLUSIA, his brother, Captain JAMES COOK, in the ULYSSES, and Captain WILLIAM BROWN in the BRUTUS, the weather being remarkably fine, bound for Bordeaux and the Mediterranean; and these ships were totally lost in a violent snowstorm that night on Cape Cod, and Captain BROWN and six of his crew perished from exposure.

On striking, Captain Cook destroyed all the rum on board, except that put into the boots of his men to save their feet from freezing, and gathered them all into the ship's cabin. He thought, however, that they would all have perished gradually, had not a Methodist minister, returning from Provincetown, discovered his ship on the Truro beach, and sounded the alarm. CORNE, the Italian marine painter, painted for Captain C. the scenes of this storm and wreck, so notable in our marine annals.

THE ENGLISH MERCANTILE MARINE FUND.

On the 1st of October, 1861, there was a reduction of 10 per cent. on light dues charged on vessels to foreign parts, and 25 per cent. on coasting vessels. This diminution in light-house charges arises from the large surplus under the Mercantile Marine Fund. The excess of income over expenditure, for the year 1860, was £90,021. The cash received from the Trinity House was £240,916, from the Port of Dublin Corporation, £18,318, and the Commissioners of Northern Light-houses, £24,227. The Trinity House expended £132,037; therefore the income over expenditure was £108,879. As a counterpoise to this, the Dublin Corporation exceeded their income by £19,375, and the Scotch Commissioners expended £5,676 more than they received. On the whole, however, the lights have yielded £83,824 more in dues than was expended on their maintenance. The expenses paid on ballastage was £41,581, which left a surplus over income of £5,275. Money orders for the transmission of wages are issued to seamen at the shipping-offices, and it is evident that our sailors are glad to have this safe and ready method of remitting cash to their wives or members of their families. The number of orders issued in 1855 was 4,640, and the amount paid in £76,952. The numbers have gone on increasing since that date. Last year 28,381 seamen deposited £169,925, and received money orders payable at other ports than those at which they were paid off. Out of £834,685 paid into the hands of shipping-masters since the establishment of the system, only £1,887, on the 31st December last, remained unclaimed.—*Times*.

RAIL-ROAD AND STEAMBOAT STATISTICS.

I. THE RAIL-ROADS OF CONNECTICUT. II. RAIL-ROAD FROM NEW-YORK TO WASHINGTON. III. NEW-YORK CENTRAL RAIL-ROAD. IV. SPANISH RAILWAYS. V. THE LAST OF THE COACHES. VI. RAILWAYS IN ENGLAND. VII. THE FIRST STEAMBOAT. VIII. A NEW FERRY TO JERSEY CITY.

RAIL-ROADS OF CONNECTICUT.

IN a former number we gave the general results of the reports of the rail-roads of this State to the commissioners for the year 1860. It is to be regretted that the various reports are not made up to a specified time, as much of the advantage of classifying statistics of different roads is lost, from the fact that the operations classified embrace different periods, in which a totally different state of things may exist. It is, however, much better to give the results as they exist than not to give them at all :

ROADS.	Capital.	Capital paid in.	Funded and Floating Debt.	Rates of Interest paid.
New-York and New-Haven, . . .	\$ 3,000,000	\$ 2,980,839	\$ 2,123,888	6½ per cent.
New-Haven and Hartford, . . .	2,350,000	2,350,500	936,000	6 per cent.
Norwich and Worcester, . . .	2,825,000	2,122,500	656,586	6½ per cent.
Prov., Hartford and Fishkill,	4,500,000	2,042,539	2,161,691	} Taken f'm last year's report.
N. L., Williman, and Palmer,	1,700,000	510,900	1,052,100	
Housatonic,	2,000,000	2,000,000	293,132	
Naugatuck,	1,031,800	1,031,800	311,158	7 per ct. nearly.
Danbury and Norwalk,	400,000	307,010	96,500	7 " "
N. Haven and Northampton,	922,500	922,500	500,000	7 " "
N. H., N. L. and Stonington, .	738,538	738,538	906,429	7 " on f. debt.
N. Y., Prov. and Boston,	1,508,000	1,508,000	276,800	6 " "
Boston and N. Y. Central, . . .	2,700,000	2,241,000	1,672,589	6 " "
Totals,	\$23,675,838	\$18,756,627	\$10,987,875	

RAIL-ROAD COMMUNICATION BETWEEN NEW-YORK AND WASHINGTON.

A deputation of influential gentlemen from Washington and Georgetown waited upon the Mayor of Washington and the Postmaster-General in October, by appointment, to obtain their official influence with Congress to procure some amelioration of the suffering and inconvenience produced by the defective railway and mail communication through Baltimore and Philadelphia to the north. The deputation consisted of Mr. Alderman SEMMES, Mr. EMILE DUPRE, Mr. GEORGE PARKER, Mr. PLINY MILES, Col. PETER FORCE, Mr. PERRY, Mr. GEORGE LOWRY, of Georgetown, Mr. JONES, of the National Hotel, Mr. VAN VLEIT, Mr. HUDSON TAYLOR, Mr. RILEY, &c. Mr. WALLACH, the Mayor, entered fully into their views, and agreed with the deputation that the time had arrived for some public action on the subject. Washington was not as large a commercial city as either New-York, Philadelphia or Baltimore, but the citizens had their rights, and, at the present time, both to the government and the public, the want of a great national highway between the com-

mercial and the political capital of the country was severely felt. To the government this want had cost millions, and the merchants and citizens of Washington and Georgetown were now expending tens of thousands every week in freights and an advance of prices on all the necessaries of life, and all for want of a good railway system—a continuous steam track between Washington and New-York. The Postmaster-General said he should take the views of the deputation into full consideration, and see what influence he could use to abate the grievance complained of. Thanking him for his courtesy and attention, the deputation then withdrew.

THE NEW-YORK CENTRAL RAIL-ROAD COMPANY.

Cost, Earnings, Expenses, &c., yearly, for seven years, commencing with 1854 and ending with 1860.

<i>Years.</i>	<i>Cost.</i>	<i>Mileage.</i>	<i>Gross Earnings.</i>	<i>Expenses.</i>	<i>Net Earnings.</i>	<i>Dividend. p. ct.</i>
1854, ..	\$25,907,374	563	\$ 6,992,009	\$ 3,485,736	\$ 3,506,272	\$ 2,114,953 9
1855, ..	27,360,731	556	6,563,581	3,401,455	3,162,126	1,916,483 8
1856, ..	29,786,372	556	7,707,348	4,097,867	3,609,481	1,919,564 8
1857, ..	30,515,815	556	8,027,251	4,453,515	3,573,736	1,919,564 8
1858, ..	30,782,517	556	6,528,412	3,487,292	3,041,120	1,919,564 8
1859, ..	30,840,713	647	6,200,166	3,349,429	2,851,737	1,679,782 7
1860, ..	31,106,095	647	6,957,241	4,278,840	2,678,901	1,440,000 6
Total,	\$ 206,249,616	4,081	\$ 48,977,008	\$ 26,554,134	\$ 22,422,874	\$ 12,908,910 54

The New-York Central Rail-Road Company have already become consumers of coal to a considerable amount annually, and are now altering locomotives to burn this fuel. They have purchased coal from Pennsylvania, brought by the way of Erie so far, but this costs rather more than the company are disposed to pay.

At a late meeting of the directors a proposition was made by parties interested in the coal fields of Potter County, Penn., with a view of having the company get their supplies from that quarter, at the head of navigation of the Genesee Valley Canal and the Alleghany River. Messrs. GOULD and UNDERWOOD were appointed a committee of the board to go to the coal fields and make an examination. They did so, and made a report to the board. We have not seen the report, but understand that the committee found coal was abundant, and that it might be brought to the slack water navigation of the Alleghany by a rail-road some 22 miles in length, yet to be constructed. Of the practicability of constructing such a rail-road there is no question, the route being an easy one. As to the quality of the coal for locomotives, that remains to be tested.

The Genesee Valley Extension, from Olean to Millgrove Pond, has been completed, so that canal boats from this city can reach, by slack water on the Alleghany, the highest point requisite to take coal. The construction of the railway for 22 miles alone remains to be done to insure the production of a large quantity of coal at this point, at reasonable rates. What the Central Company intend to do in case the coal proves to be such as they require, we are not advised, but we suspect that they will assist in the construction of the proposed railway, and receive coal in return for the aid they may render.

SPANISH RAILWAYS.

Agents of the Spanish government are endeavoring, in England, to negotiate for the supply of iron rails to the extent of 12,000 tons, besides about 50 locomotive engines and some 600 railway carriages. The nature and extent of the trade of Birmingham with Spain is now of considerable local importance, there being strong indications that the Spanish government will become large customers for railway engines and carriages. During the first seven months of the present year Spain has taken an increased quantity of English machinery besides coal, culm and other articles.

THE LAST OF THE COACHES IN ENGLAND.

The railways are gradually pushing the coaches off the road. The opening of the Worcester and Hereford Railway, besides superseding numberless carriers' carts, has caused three mail coaches to be discontinued, viz., the Worcester and Hereford Royal Mail, PRATT'S Cheltenham and Malvern Mail, and the Worcester and Leominster Mail. All these were doing fairly before the opening of the railway, but have now ceased to run for want of passengers. The Leominster Mail, the last of the three, has succumbed recently. Before the Worcester and Hereford line was opened from Worcester to Malvern, about twenty coaches ran daily between Malvern and Worcester, every one of which is now put down.

RAILWAYS IN ENGLAND.

Subjoined is an abstract of a recent parliamentary return on railways, exhibiting the receipts and expenditures of England and Wales, Scotland and Ireland respectively. There is one very important omission in this return, no account being given of the amount of interest paid on preferred shares, guarantees, debentures and loans:

	<i>England & Wales.</i>	<i>Scotland.</i>	<i>Ireland.</i>	<i>Proportion of expenditure in U. Kingdom. per cent.</i>
Total receipts,.....	£ 23,454,810 ..	£ 2,925,229 ..	£ 1,368,447 ..	
	<i>Expenditure.</i>	<i>Expenditure.</i>	<i>Expenditure.</i>	
Maintenance of way,.....	£ 2,025,465 ..	£ 225,837 ..	£ 156,060 ..	18.48
Locomotive power,.....	3,275,058 ..	350,547 ..	175,677 ..	28.83
Repairs and renewals,.....	941,541 ..	131,054 ..	46,189 ..	8.49
Traffic charges,.....	3,202,058 ..	347,070 ..	150,580 ..	28.05
Rates and taxes,.....	430,823 ..	56,677 ..	29,867 ..	3.93
Government duty,.....	335,789 ..	27,885 ..	.....	2.75
Compensation for accidents,	162,921 ..	10,424 ..	7,825 ..	1.37
Miscellaneous,.....	884,449 ..	127,134 ..	56,938 ..	8.10
	£ 11,258,104 ..	£ 1,306,128 ..	£ 623,136 ..	100.00
Total receipts,.....			£ 27,748,486	
Total expenditure,.....			13,187,368	
Net receipts,.....			£ 14,561,118	
Proportion of expenditure to total receipts, per cent.,...			47.00	

THE FIRST STEAMBOAT.

We have not far to look for the first germ of steam navigation. That huge model, which appears to be a combination of two funnels and a number of chains working over wheels, is the parent marine engine. As early as the year 1787, PATRICK MILLER, of Dalswinton, Scotland, engaged himself in making experiments with double and treble boats, which he propelled by means of wheels placed between them worked by manual labor; in the following year he induced SYMINGTON, an engineer at Wenlock Head, to apply to it a marine steam engine he had invented. This engine propelled the boat along Dalswinton Lake at the rate of five miles an hour. This was undoubtedly the first attempt ever made to use steam as the motive power in a vessel, although it was not the first practical steamboat. The engine, which belongs to the earliest history of that invention, is what is called an atmospheric engine, that is, the piston is raised by the action of steam, and then it is forced down by atmospheric pressure. The history of this curious parent of steam navigation is worthy noting. After the trial in the boat the engine was removed to Mr. MILLER's library, where it remained until his death, in 1815; in 1828 it was sent by his son, packed in a deal case, to Messrs. COUTTS & Co., in the Strand, where it remained until 1837, and finally it found its way to a plumber's in Edinburgh, who flung it aside with the purpose of melting it. However, the model was rescued from destruction in 1855, and was restored to its former working condition by Messrs. PENN & SON in 1857.—*Once a Week.*

A NEW FERRY TO JERSEY CITY.

The first ferry-house in New-York intended for the ferry between Chambers-street and Pavonia Avenue, Jersey City, has been completed, under the auspices of the Erie Rail-Road Company. For five or six weeks past the ferry has been in successful operation, boats running every fifteen minutes, and carrying many passengers. Two ferry-boats are now in use, and two more are ordered and being built. The Chambers-street ferry, after their completion, will be equal to the best ferry in the city. On the other side of the river houses will soon spring up about the Long Dock, and there will be a tendency towards union between Jersey City and Hoboken. The terminus of the Erie Rail-Road is now complete in every thing that pertains to comfort and convenience. The Bergen tunnel brought the Hackensack Valley two miles nearer, and this ferry now brings Jersey City half a mile closer to the main portion of the city. A breathing trip out of town will now be more easily attainable, and Patterson and the mountains at Sufferns will be as convenient as Staten Island or the Elysian Fields. The ferry buildings on both sides are built in the most commodious style, and after elegant architectural designs. At the foot of Chambers-street the company's yard is entered through a massive triple-arched portal. The ferry-house consists of five parts: the entrance to the bridge, the sitting rooms, the rail-road ticket and baggage offices, the emigrant rooms, and the company's telegraph and other offices on the second floor. The whole is built of wood, and painted with a sandy substance in imitation of brown stone.—*N. Y. Tribune.*

POSTAL STATISTICS.

I. ANNUAL REPORT OF THE POSTMASTER-GENERAL, U. S., 1861. II. THE FRENCH MAILS. III. BRITISH MAILS TO INDIA AND CHINA. IV. THE AUSTRALIAN MAILS. V. BRITISH SUBSIDIES. VI. THE CUNARD STEAMERS. VII. DEAD LETTERS. VIII. POSTAGE TO ITALY. IX. THE BRITISH ADMIRALTY.

REVENUE OF UNITED STATES POST-OFFICES.

THE Postmaster-General reports the number of post-offices at the close of the fiscal year, including all in the revolted States, at 28,620. The total revenue of the department for the year was \$9,049,296, being \$168,771 less than in 1860. The expenditures for the year amounted to \$13,606,759, being less than in 1860 by \$1,268,014. As the unproductive States in our postal system are almost exclusively those that have attempted the suicidal rebellion and thus lost their mail service, it will be of interest to see, another year, the very large reduction that must occur in the postal expenditures, the service having been discontinued on the 30th of May last, one month before the close of the fiscal year.

COST OF THE MAIL SERVICE.

THE total cost of the mail service in the rebellious States, during the fiscal year, was \$3,699,150, and the gross revenue \$1,241,220, showing the enormous deficit of no less than \$2,457,930. And the postal expenses of these States is on the increase to a far greater extent than the postal revenue. In 1856, five years ago, the postal expenses of the States now in revolt amounted to \$2,951,970, being \$747,580 less than in 1861, while the revenue in 1856 was \$1,086,478, or only \$154,742 behind the year 1861. During the year 1856, the Northern or free States, including California, and all the new territories over which the service was extended at a vast expense—Minnesota, Nebraska, Kansas, New-Mexico, Utah, Oregon and Washington—the postal expenses were \$5,186,658, while the revenue was \$4,987,588, being behind the expenses only \$199,000, a rather strong contrast to the deficiency in the Southern States, in the same year, without a single new territory, of \$2,190,000.

THE State of New-York furnishes every year twenty per cent. of the postal income of the nation, while the State's postal expenses are less than twelve per cent. of the whole. Forty per cent. of the correspondence and income is furnished by Massachusetts, New-York and Pennsylvania, and more than one-half by the New-England States, New-York, Pennsylvania and New-Jersey. Every single comparison and contrast that can be made points in the same direction. Taking the figures of 1856, and reckoning a just proportion of the money due the Post-Office Department for carrying the "free" matter, the actual cost of transporting and circulating the correspondence in the States above mentioned was exactly one cent and eight mills for each half ounce letter.

THE postal expenses in Arkansas the same year amounted to 18 cents

3 mills a letter; in Florida, 11 cents 5 mills; in Texas, 8 cents; in Mississippi, 7 cents 3 mills; in Alabama, 6 cents 5 mills; and the State of South Carolina comes next in the scale, with 6 cents 4 mills as the expense of each letter. In Massachusetts the legitimate and exact cost was 1 cent 5 mills; and in the State of New-York, 1 cent 6 mills. The lowest in the scale was Rhode Island, being 1 cent 4 mills, while Pennsylvania letters cost 1 cent 9 mills each, and those in Connecticut, 2 cents each. Reckoned in the same way and on the same scale—an exact computation from official figures—the cost of all the letters in the northern and central regions of the country, including Virginia, Tennessee, Missouri and California, was exactly 2 cents 4 mills a letter, and in the States on the Gulf of Mexico, all reckoned together, 6 cents 7 mills a letter. These facts show us how the money paid in postage here at the North and East goes to support a postal establishment at the South and far West, while the cost should come out of the Treasury direct.

BRITISH AND AMERICAN POSTAL ARRANGEMENTS.

The contrast between the British and American postal reports is peculiarly striking in some particulars. The British people send by mail in a year 564,000,000 letters, or a million and a half daily; being three times as many as with us. The total income of the British Post-Office was over \$16,000,000, and the clear profits over \$7,000,000. In the United Kingdom are 11,441 post-offices and 2,473 road letter-pillars. Will our Postmaster-General bear in mind, before he allows any more of our detestable lamp-post boxes to be put up, that an English letter-pillar can be reached and a letter deposited in it by a child five years old? The mails were carried daily by railway 30,000 miles; by coach, cart and omnibus, 32,000 miles; by boat, 2,800 miles, and by men on foot, 70,000 miles. There were sent by mail 71,000,000 newspapers and 11,700 book packets. The postal revenue increased over \$400,000 above the income of the year before. All the dead letters were returned to the writers without any expense or tax whatever, the number amounting to nearly two millions. Almost seventy million dollars was remitted in complete safety in post-office money orders.

THE FRENCH MAILS.

Imperial decrees grant the privilege of conveying mails to the *Compagnie Generale Maritime* by the steamers it is about to establish between France, the United States and the West Indies; also, to the company of the *Services Maritimes des Messageries Imperiales* on its lines from Suez to China, Reunion, the French possessions in the East Indies, and the Dutch and Spanish colonies. The latter company has obtained from the Viceroy of Egypt a concession of land at Suez for constructing docks.

BRITISH MAILS TO SINGAPORE, PENANG, CHINA, ETC.

In consequence of the urgent applications made to the British government for the restoration of the second monthly mail service between Eng-

land and China, which was discontinued last month, it has been determined to re-establish this service. The Post-Office Department have issued the following notice :

“Mails for Penang, Singapore and China will be made up in London on the morning of the 20th inst. for despatch *via* Southampton, and on the evening of the 26th inst. for despatch *via* Marseilles, and thenceforward the mails will be despatched twice a month as formerly, viz. : On the mornings of the 4th and 20th *via* Southampton; on the evenings of the 10th and 26th *via* Marseilles.

“As the revenue derived from the correspondence conveyed by the line of packets between Point de Galle and Shanghai is insufficient to cover the cost of this double service, the Lords Commissioners of the Treasury have, by warrant, directed that the postage upon such correspondence shall be increased. All letters, therefore, for Penang, Singapore, Hong Kong and other parts of China, Japan, Java, the Philippine Islands, Labuan, Borneo, Siam, Sumatra and the Moluccas will in future be chargeable with the following rates of postage, viz. :

“*Via* Southampton—For a letter not exceeding $\frac{1}{2}$ oz., 1s. ; above $\frac{1}{2}$ oz. and not exceeding 1 oz., 2s. ; above 1 oz. and not exceeding 2 oz., 4s. ; above 2 oz. and not exceeding 3 oz., 6s.

“*Via* Marseilles—For a letter not exceeding $\frac{1}{4}$ oz., 1s. 3d. ; above $\frac{1}{4}$ oz. and not exceeding $\frac{1}{2}$ oz., 1s. 6d. ; above $\frac{1}{2}$ oz. and not exceeding $\frac{3}{4}$ oz., 2s. 9d. ; above $\frac{3}{4}$ oz. and not exceeding 1 oz., 3s.

“The postage chargeable upon letters for Penang, Singapore, Hong Kong and all other parts of China, Japan, Java, the Philippine Islands, Labuan, Borneo, Siam, Sumatra and the Moluccas, posted in the United States for transmission, *via* the United Kingdom, will hereafter be forty-five cents the single rate of half an ounce or under, *prepayment required* ; and that this increased rate of postage must be levied and collected in this country upon all such letters, whether directed for transmission from England, *via* Southampton or *via* Marseilles.

“Postmasters will please note this change upon the tables of postages to foreign countries, and collect postage accordingly.”

THE AUSTRALIAN MAIL SERVICE.

A contract has been made and signed between the British government and the Peninsular and Oriental Steam Navigation Company, for the renewal of the Australian mail service, by the conveyance of the mails between Point de Galle (Ceylon) and Australia. The subsidy is £134,672 per annum, to be paid quarterly on the 1st January, April, July and October, with a guarantee from the company of £25,000 for the performance of the same.

ONE RESULT OF BRITISH SUBSIDIES.

It has been part of the persistent policy of the British government to establish lines of steamers with every new market, and grant such facilities of trade as to secure a constant increase in the manufactures, and thus increase her export trade.

It is by this system that she secures her extensive trade with the South

American coast, all of which belongs to the United States by right of proximity and every commercial argument. No less than twelve English steamers are supported on the western coast of South America, encouraging the English, and shutting out American enterprise. This has been accomplished with the meager subsidy of less than \$300,000 per annum; but without it no such enterprises would have been attempted.

This general subject is one of importance to the manufacturing and mercantile interests of this country. Within a few years our successive Congresses have almost abolished subsidies to American postal steamers, &c.; and, on the other hand, Great Britain has increased hers, especially in relation to the American lines.

THE CUNARD ATLANTIC STEAMERS.

Pending an inquiry in the British parliament in relation to the foreign mail contracts, one of the members made the following remarkable statement:

The CUNARD Company has been in existence since 1840, and not only during the first two years, but from first to last, there had been no breach of contract. They had incurred no penalties, and had never asked any indulgence from the government. They had carried the mails with undeviating regularity during the twenty-one years those contracts had been in force.

STRAY MONEY LETTERS.

Statement of dead letters containing money received at the Dead Letter Office, Washington, during the past year.

Qr. ending 31st March, 1860,	2,403 letters,	containing	\$ 13,120 87
“ 30th June, 1860,	2,860 “	“	16,177 41
“ 30th Sept., 1860,	2,192 “	“	10,975 88
“ 31st Dec., 1860,	2,335 “	“	11,880 70

Total for the year 1860, 9,790 letters, containing \$ 52,154 86

Average amount of money to each letter, \$ 5 32 $\frac{3}{4}$

More than nine-tenths of the above letters and money have been sent out and delivered to the writers thereof. Those letters containing money, the owners of which cannot be found, are filed, to await the application of the owners. If not called for before June next, the bank notes contained in the letters will be sold for specie, and the specie deposited in the United States Treasury. But the letter and a draft for the amount contained in it, (less the discount,) may be obtained on proper application at any time thereafter.

Persons making application for missing valuable letters, supposed to have been sent to the dead letter office, should address “Third Assistant P. M. General, Dead Letter Office,” and state correctly the address of the letter inquired for, the name of the writer thereof, a description of its contents or enclosure, the date when it was originally mailed, the amount of postage, and whether paid or unpaid; if registered, the registry number, and if the letter is supposed to have been returned to the dead letter office, the date when it was so returned should be stated. Dead letters, not containing enclosures of value, are destroyed as soon as opened.

DEAD LETTERS.

The following order has been issued from the Post-Office Department :

POST-OFFICE DEPARTMENT, *Nov. 26, 1861.*

In view of the increased number of letters held for postage and returned to the dead-letter office, it is ordered that the order of this department, dated 8th October, 1860, be rescinded, and the prior practice be restored. Postmasters will, therefore, notify the person addressed that such letter is held for postage, and that upon his writing therefor, prepaying the postage on his letter and enclosing a stamp to be placed on the letter held for postage, the same will be forwarded to his address.

By order of the Postmaster-General.

JOHN A. KASSON, *First Asst. P. M. G.*

POSTAGE TO ITALY BY THE FRENCH MAIL.

We are requested to state that, on and after the first of January, 1862, the postage chargeable upon letters between the United States and Italy, (the Austrian Provinces and Pontifical States excepted,) forwarded *via* France, in the French mail, will be reduced from twenty-seven to twenty-one cents, the single rate of one-fourth ounce or under, prepayment optional. The single rate by the French mail, upon letters for the Venetian and Papal States, will remain unchanged at twenty-seven cents the quarter ounce, and fifty-four cents the half-ounce letter, pre-payment optional. Postmasters will note these changes upon their foreign tables, and levy postage accordingly, on and after January 1, 1862.—*Washington Republican.*

BUSINESS OF THE BRITISH ADMIRALTY.

In 1792 the number of letters despatched from the Admiralty was 8,251; in 1835 it had increased to 31,086; and in 1860 to 68,622; and that although in this last year a large number of unimportant routine letters were no longer registered, and a considerable number of documents which used to be retained at Whitehall are now, when acted upon, sent to Somerset House. The pages of entry, 4,402 in 1791, and 10,132 in 1835, were 30,669 in 1860. There was more to write about; the artificers in the dock-yards increased from 7,884 in 1835, to 18,574 in 1860, and the ships in commission from 167 to 363. But the Admiralty correspondence is swelled by an interference in details that might have been expected to be left to the admirals or commanders-in-chief at the ports. Rear-Admiral G. ELLIOT told the Commons' Committee on the Board of Admiralty that he had seen piles of letters upon most trivial matters; lately, for instance, a long correspondence which a lieutenant had had with the Admiralty about a table-cloth, and he believed there were several copies of the letters made. The lieutenant, it seems, was tired first; he could not get his pay, and therefore made his table-cloth a flag of truce, and came to terms of peace.

STATISTICS OF TRADE AND COMMERCE.

I. CHICAGO TRADE, 1861. II. DEMAND FOR SUGAR AND MOLASSES. III. PHILADELPHIA TRADE.
IV. THE OPIUM SHOPS. V. SHIPPING IN MONTREAL. VI. FICTITIOUS WINES. VII. AMERICAN STEAMERS IN CHINA. VIII. THE NUTMEG DISEASE. IX. IMPORTS OF COTTON AT BREMEN. X. THE SILK TRADE OF ENGLAND.

CHICAGO TRADE, 1861.

The following is a statement of the business of Chicago for the season ending November 30. As navigation upon the lakes is substantially closed, the grain business for the season may be regarded as over, though considerable will be done on the rail-roads during the winter, if the New-York markets will warrant it. Below is a table of some of the leading ing articles received at Chicago for two seasons, from January 1st to November 30th:

	<i>Receipts.</i>		<i>Shipments.</i>	
	1861.	1860.	1861.	1860.
Flour,.....bbls.	1,338,491 ..	588,020 ..	1,434,298 ..	618,807
Pork,....."	44,381 ..	13,588 ..	99,987 ..	67,229
Wheat,.....bush.	17,581,521 ..	13,571,201 ..	14,428,162 ..	12,343,700
Corn,....."	26,154,425 ..	15,448,524 ..	23,750,187 ..	13,715,137
Oats,....."	1,890,125 ..	1,532,436 ..	1,634,471 ..	1,041,710
Rye,....."	482,495 ..	300,907 ..	402,995 ..	139,309
Barley,....."	704,971 ..	530,717 ..	145,421 ..	245,908
Lumber,.....feet,	213,775,000 ..	256,303,611 ..	156,993,500 ..	215,435,452
Shingles,.....No.	59,375,851 ..	115,089,411 ..	91,078,250 ..	156,868,325
Lath,....."	17,302,500 ..	27,968,856 ..	115,000,000 ..	62,932,531
Wool,.....bales,	912,518 ..	671,662 ..	1,290,319 ..	723,142
Lard,.....lbs.	6,345,398 ..	388,309 ..	13,509,596 ..	7,261,273
Butter,....."	2,265,148 ..	1,522,418 ..	1,818,118 ..	1,714,011
Lead,....."	12,179,434 ..	10,600,097 ..	6,487,482 ..	9,174,750
Live hogs,....No.	265,464 ..	193,882 ..	150,759 ..	117,715
Dressed hogs,.."	149,318 ..	52,144 ..	59,972 ..	17,551
Beef cattle,...."	148,425 ..	133,995 ..	101,495 ..	95,434
Beef,.....bbls.	41,460 ..	21,480 ..	60,858 ..	41,423

DEMAND FOR SUGAR AND MOLASSES.

The New-Orleans *Crescent* has the following: There have been large remittances from Tennessee in Treasury notes within the past few days to be invested in sugar and molasses. The demand for sugar and molasses for Alabama and Tennessee is extending, and heavy transactions are expected the coming month. The shipments of molasses this week have been large for the times. All of this article made this season will probably, in fact without a doubt, be required for consumption in the Southern Confederacy, and, with the promising large yield of sugar relatively, the returns will be proportionately larger. The great value of molasses for plantation and negro supplies will be fully realized and demonstrated this year. We are in for a war of longer or less duration. If the blockade of our ports is not raised within three or four months, cotton will be a

drug. Prices of breadstuffs are advancing to most exorbitant prices. Sugar and molasses will be the only products to be relied on. These two items will be worth in market something approximating twenty-eight millions of dollars. If, however, cotton planters cannot sell their cotton, or are compelled to keep it on plantations, how can they realize money to purchase sugar and molasses, which will be very abundant, and possibly rule at extreme low rates?

PHILADELPHIA FOREIGN COMMERCE.

The business of the Philadelphia Custom-House in November was as follows:

Duties Received.	1858.	1859.	1860.	1861.
November,.....	\$ 76,396 ..	\$ 163,448 ..	\$ 73,574 ..	\$ 76,566
Previous 10 months,.	1,774,818 ..	2,036,967 ..	2,369,275 ..	1,214,296
	\$ 1,851,241 ..	\$ 2,200,355 ..	\$ 2,442,849 ..	\$ 1,290,862

THE OPIUM SHOPS OF JAVA.

What spirituous liquors are for the European, opium is in Java for the Mohammedan and Chinaman. A European of the lower classes may sit in his tap-room and debase himself by his sottishness; but he does it with an uproarious merriment, which would make one think he was really happy, spite of the headaches and *delirium tremens* he may know are in store for him. But in an opium hell all is as still as the grave. A murky lamp spreads a flickering light through the low-roofed suffocating room, in which are placed *bae-bae* or rough wooden tables, covered with coarse matting, and divided into compartments by means of bamboo-reed wainscoting. The opium-smokers, men and women, lost to every sense of modesty, throw themselves languidly on the matting, and, their heads supported by a greasy cushion, prepare to indulge in their darling vice.

A small burning lamp is placed on the table, so as to be easily reached by all the degraded wretches who seek forgetfulness or elysium in the fumes of opium. A pipe of bamboo-reed, with a bowl at one end to contain the opium, is generally made to do service for two smokers. A piece of opium, about the size of a pea, costs sixpence; (a day's wages;) but it is sufficient to lull, by its fumes, the senses of the smoker. These fumes they inhale deliberately, retaining them in the mouth as long as they can, and allowing them gradually to exhale through their nostrils. After two or three inhalations, however, the opium is consumed, and the pipe falls from the hand of its victim.

At first the smokers talk to each other in a whisper scarcely audible; but they soon become still as the dead. Their dull sunken eyes gradually become bright and sparkling; their hollow cheeks seem to assume a healthy roundness; a gleam of satisfaction, nay of ecstasy, lightens up their countenances as they revel in imagination in those sensual delights which are to constitute their Mohammedan paradise. Emaciated, languid, emaciated, as they are in fact, they seem and feel for the time regenerated; and though they lie there, the shameless and impassive slaves of sensuality and lust, their senses are evidently steeped in bliss. Aroused, however, from their dreams and delusions, the potency of the charm ex-

hausted, driven from their "hell" by its proprietors, see them next morning walking with faltering step, eyes dull as lead, and cheeks hollow as coffins, to their work.—*Fraser's Magazine*.

SHIPPING BUSINESS AT MONTREAL.

The number and tonnage of vessels entered inwards at the port of Montreal, up to the 21st November in each year for the last ten years, show the following figures:

	<i>No. of Vessels.</i>	<i>Tonnage.</i>
1852,.....	191	45,802
1853,.....	242	58,894
1854,.....	275	72,305
1855,.....	197	47,904
1856,.....	230	69,777
1857,.....	208	65,330
1858,.....	191	70,183
1859,.....	191	85,193
1860,.....	240	118,216
1861,.....	498	247,247

The enormous increase in the tonnage in 1861 shows how exceedingly prosperous has been the trade this year, as compared with that of former seasons. The number of ships has actually doubled, and the Montreal merchants must have reaped a rich harvest from their season's business.

FICTITIOUS WINES.

Even in the wine-growing countries no man can be sure that there is any grape juice in what he drinks under the name of wine. Here the probabilities are all against the genuineness of everything called wine. An English paper, speaking of the manufacture and adulteration of wines in France, says:

All is false in wines; the color, the strength, the flavor, the age, even the name under which they are sold. There are wines which do not contain a drop of grape-juice. Even science is impotent to distinguish the true from the false, so complete is the imitation. You may every day see advertised in the French newspapers the "Seve de Medoc," of which a small flacon, costing three francs, is declared sufficient to give flavor to 600 litres. Paris and Cette are the principal seats of this fraudulent adulteration. It is practiced in both places on the most colossal scale. Certainly half of the Parisian population drink, under the name of wine, a mixture in which there is not a drop of grape-juice. The police are unable to prevent this adulteration, but the laws punish it with great severity; every week do the newspapers publish judgments against wine merchants and grocers, in execution of which their wines, 20, 30, 80 hogsheads at once, are poured into gutters. But this dishonest art is now so perfect that even clever chemists can with difficulty distinguish the true wine from the false. Such was the case in a very recent trial. The chemist, after reporting all the ingredients of which the wine was composed, observed, that if one of them were in less quantity, he would have

been unable to distinguish it from the natural wine. The prosecuted wine merchant, who was present, listened attentively to the chemist's report, and at last asked him which ingredient it was. The chemist very imprudently told him, and the accused immediately answered, "I am very much obliged, sir, and I don't regret now my 40 hogsheads of wine which will be destroyed, because now I am certain of my business."

THE HANSE TOWNS.

IMPORTS, EXPORTS AND PRICES OF COTTON AT BREMEN IN THE PAST TWENTY YEARS.

Years.	Imports. P'ds, net.	Exports. P'ds, net.	Avg. price per pound in grotes.	Years.	Imports. P'ds, net.	Exports. P'ds, net.	Avg. price per pound in grotes.
1840,	2,343,930 ..	1,684,598 ..	10 $\frac{3}{4}$	1850,	4,969,200 ..	5,004,000 ..	14 $\frac{1}{2}$
1841,	1,242,584 ..	2,299,418 ..	11 $\frac{1}{2}$	1851,	9,811,162 ..	8,634,528 ..	13 $\frac{3}{8}$
1842,	3,814,482 ..	2,539,306 ..	9 $\frac{3}{4}$	1852,	8,625,196 ..	8,940,839 ..	10 $\frac{1}{2}$
1843,	7,336,646 ..	4,955,199 ..	7 $\frac{3}{4}$	1853,	11,527,555 ..	10,540,471 ..	11 $\frac{3}{8}$
1844,	4,501,901 ..	6,036,660 ..	8 $\frac{1}{2}$	1854,	20,990,751 ..	18,001,546 ..	11 $\frac{1}{2}$
1845,	6,697,697 ..	8,172,944 ..	7 $\frac{1}{2}$	1855,	23,965,983 ..	24,326,103 ..	11 $\frac{3}{8}$
1846,	4,372,771 ..	5,333,087 ..	9	1856,	41,557,005 ..	42,787,418 ..	12
1847,	4,414,974 ..	3,081,538 ..	12 $\frac{1}{2}$	1857,	41,020,316 ..	36,074,019 ..	14 $\frac{3}{8}$
1848,	5,743,823 ..	5,574,700 ..	9 $\frac{1}{2}$	1858,	40,913,092 ..	45,030,135 ..	13 $\frac{1}{2}$
1849,	8,503,565 ..	8,626,450 ..	8 $\frac{3}{4}$	1859,	60,133,809 ..	51,799,704 ..	13 $\frac{1}{2}$

CONSUMPTION OF SILK IN ENGLAND.

The following table shows the quantities of raw silk consumed in England, and the countries whence imported, from 1843 to 1859.

Years.	From China, bales of 100 lbs.	From Bengal, bales of 150 lbs.	From Prussia, bales of 200 lbs.	From Persia, bales of 75 lbs.	From Italy, bales of 280 lbs.	Total pounds.
1843, ..	3,047 ..	8,142 ..	3,092 ..	2,100 ..	6,439 ..	4,104,820
1844, ..	3,163 ..	10,170 ..	2,976 ..	2,867 ..	6,270 ..	4,407,625
1845, ..	9,180 ..	11,688 ..	1,795 ..	864 ..	5,303 ..	4,519,360
1846, ..	13,546 ..	9,700 ..	1,838 ..	2,060 ..	5,018 ..	4,736,740
1847, ..	19,966 ..	9,160 ..	863 ..	795 ..	3,740 ..	4,650,025
1848, ..	19,789 ..	6,437 ..	1,353 ..	1,060 ..	6,339 ..	5,070,470
1849, ..	18,814 ..	8,644 ..	1,981 ..	1,327 ..	6,130 ..	5,390,125
1850, ..	19,272 ..	9,393 ..	2,055 ..	3,499 ..	4,312 ..	5,216,935
1851, ..	22,187 ..	8,657 ..	1,697 ..	3,381 ..	3,600 ..	5,118,225
1852, ..	24,550 ..	11,685 ..	1,540 ..	3,008 ..	3,367 ..	5,684,110
1853, ..	34,460 ..	9,687 ..	669 ..	4,607 ..	4,580 ..	7,660,775
1854, ..	51,997 ..	7,861 ..	236 ..	2,306 ..	3,996 ..	7,717,880
1855, ..	57,150 ..	9,152 ..	272 ..	1,765 ..	3,269 ..	8,190,895
1856, ..	60,816 ..	16,053 ..	145 ..	1,856 ..	2,949 ..	9,483,470
1857, ..	59,291 ..	8,064 ..	185 ..	2,459 ..	2,526 ..	8,067,405
1858, ..	80,201 ..	8,957 ..	250 ..	1,315 ..	2,782 ..	10,291,235
1859, ..	76,983 ..	14,153 ..	310 ..	1,134 ..	2,681 ..	10,718,980

AMERICAN STEAMERS IN CHINA.

The American steamer HANKOU, Captain SANDS, arrived at Singapore on the 22d of August, having left New-York on the 13th May last, calling at the Cape of Good Hope and Mauritius, and sailed for China on the 24th.

THE NUTMEG DISEASE.

Much of the prosperity of Penang was owing, in days gone by, to the cultivation of the nutmeg. This plant is now affected by a disease for which no remedy has been discovered, and the cultivation of it is no longer remunerative. Accordingly, many owners of nutmeg plantations are therefore turning their attention to the culture of cocoanuts and betel-nuts, planting them wherever the nutmeg trees have perished. An effort is also being made to cultivate cinchona. The Penang *Argus* asks why tea should not flourish upon the hills, and evidently thinks it worth while that some experiment should be made for turning them to some profitable account. The same paper also points out that cotton might be cultivated with advantage in Penang.

PERUVIAN GUANO

Is only allowed to be taken from the Chinchas, and its sales supplies the principal revenue of the government. The following estimate of the quantity of this fertilizer on the Chincha Islands was made by order of the Peruvian government in 1853, viz.:

On the North Island,.....	4,189,477 tons.
“ Middle “	2,505,948 “
“ South “	5,680,675 “

Total,.....12,376,100

Since this estimate there has been exported, viz.:

In 1854,.....	396,341 tons.
1855,.....	405,752 “
1856,.....	214,183 “
1857,.....	490,654 “
1858,.....	266,709 “
1859,.....	147,709 “
1860,.....	348,544 “

Total tons register,.....2,269,892

Add 25 per cent. for difference between register tons and true tons,.....567,473

Total tons of guano exported,.....2,837,365

Estimated quantity on North and Middle Islands,.....6,705,425

Tons remaining on North and Middle Islands, Jan., 1861, 3,868,060

Estimated quantity on South Island, yet untouched,....5,680,675

Total estimated quantity remaining at the

Chinchas, January 1, 1861,.....9,548,731 tons.

Supposing 400,000 tons carried away from the Chinchas each year, the quantity remaining will last more than *twenty-three* years.

COMMERCIAL REGULATIONS.

I. TREASURY DECISIONS.—1. LITHOGRAPHIC HANDBILLS.—2. WOOLLEN JACKETS.—3. DUTY ON CIGARS. II. A BANKRUPT LAW PROPOSED. III. THE SEQUESTRATION ACT AT THE SOUTH. IV. THE NEW COLOMBIAN TARIFF. V. REGULATIONS IN JAPAN. VI. FOREIGN COTTON CLOTHES IN FRANCE. VII. FOREIGN WOOLLEN GOODS IN FRANCE. VIII. CUSTOM HOUSES IN CHINA.

TREASURY DECISIONS.

THE following decisions by 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, New-York and Philadelphia, are published for information of officers of the customs and others concerned.

LITHOGRAPHIC HANDBILLS OR SHOWBILLS.

TREASURY DEPARTMENT, *October 9, 1861.*

Sir,—I have had under consideration an appeal of EMIL MAGNUS, Esq., from your decision subjecting to duty, at the rate of 30 per cent., as a "manufacture of paper," under the tariff act of March 2, 1861, certain articles, styled by the importer "engravings or plates," the appellant claiming entry thereof at the rate of ten per cent. under the provision for "engravings or plates, bound or unbound," in section 19 of said tariff. The articles in question are lithographic showbills or handbills, and are designed as advertising posters. The handbill shows the manufacturing building, the business, the location and the name of the proprietors. I concur with you in the opinion expressed in your report, on a further consideration of the matter, that these articles are not embraced in either of the above designations, but are liable on the entry to a duty at the rate of 15 per cent. as "printed matter," under section 18 of said act, the work being executed by the press alone.

I am, very respectfully,

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

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

WOOLLEN JACKETS.

TREASURY DEPARTMENT, *October 21, 1861.*

Sir,—I have had under consideration your report on the appeal of C. A. THUDIUM from your assessment of duty at the rate of 12 cents per pound, and, in addition thereto, twenty-five per cent. *ad valorem*, on woollen jackets *not* made on frames, but hand-knit, open in front, with buttons and sewed button holes and pockets, "as being provided for in

the 2d clause of section 13 of the tariff act of March 2, 1861," the appellant claiming entry of the articles in question at the rate of 30 per cent., as "hosiery."

These articles were, in my opinion, properly classed by you, upon entry, under the provision for "clothing ready made, and *wearing apparel of every description*, composed *wholly or in part of wool*, made up or manufactured wholly or in part by the tailor, seamstress or manufacturer," in the tariff act of March 2, 1861, and your decision subjecting them to duty at the rate of 12 cents per pound, and, in addition thereto, twenty-five per centum, is hereby affirmed.

I am, very respectfully,

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

WM. B. THOMAS, Esq., *Collector, &c., Philadelphia, Penn.*

CIGARS.

TREASURY DEPARTMENT, *October 23, 1861.*

Sir,—Your report on the appeal of HENRY C. RICHARDS from your assessment of duty at the rate of 40 cents per pound, and, in addition thereto, 10 per centum *ad valorem* on cigars costing \$8 per thousand, under the tariff act of March 2, 1861, is received.

The appellant claims entry of said cigars at the rate of 40 cents per pound only, alleging that the ten per cent. *ad valorem* applies only to cigars costing over ten dollars per thousand.

The provision for cigars in the act of 2d March, 1861, is in the 2d clause of the 6th section of said act, and is as follows, to wit: "On cigars of all kinds, valued at five dollars or under per thousand, twenty cents per pound; over five dollars and not over ten, forty cents per pound; and over ten dollars, sixty cents per pound, and, in addition thereto, ten per centum *ad valorem*."

You levied the duty in this case at the rate specified above, understanding the law to mean that the ten per cent. in addition was *duty*, equally applicable to "cigars of all kinds," whether costing more or less than ten dollars per thousand. In this view I concur, and your decision, therefore, is hereby affirmed.

I am, very respectfully,

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

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

BANKRUPT LAW.

The merchants of this city are taking steps toward pressing on the legislature the policy of a law insuring a property division of the effects of insolvents, and of liberating honest debtors from undue pressure, giving them a chance for a new start in life. A bankrupt law is needed. Dishonest debtors have a great advantage in the present relation of debtor and creditor, and preferences are given and allowed which amount to deception in the mass of instances. A number of merchants have met at the Fifth Avenue Hotel, ROYAL PHELPS in the chair, and discussed this

important matter. About fifty were present. Mr. PHELPS reported that he had ascertained that "some sort of a bankrupt bill will be passed at the next Congress, under the pressure of the debtor interest." The present meeting represented the creditor interest. After much discussion, and a suggestion from Mr. OPDYKE that banks and banking institutions be included in any bankrupt law that might be passed, and pointing out that under our State constitution there is a clause subjecting every bankrupt in a state of suspension to liquidation, the following was passed:

Resolved, That although your committee question the expediency of passing a bankrupt law at the ensuing session of Congress, solely because of the distracted state of the country and the impossibility of enforcing its provisions in the States now in rebellion; yet, as they believe a permanent law for the relief of honest debtors, and for the equitable distribution of their effects among their creditors, will be beneficial, and as it is our belief, and in view of the fact that an earnest effort will be made to have a general bankrupt law passed at an early day, therefore we recommend that a committee be appointed and authorized to procure the necessary legal aid to draft a bill and submit it to a future meeting of this body.

The following gentlemen were appointed the committee: W. G. LAMBERT, SETH B. HUNT, A. R. WETMORE, G. W. LANE, E. S. JEFFREY, N. SULLIVAN, GEORGE OPDYKE, A. C. RICHARDS, JOHN MCKILLOP, O. D. F. GRANT, ROYAL PHELPS.

A resolution was then passed authorizing the committee to confer with mercantile bodies of other cities in gaining the same end.

The subject is of great importance, and we think that the committee thus appointed have ably fulfilled their duty. There is a very large class of dealers that are seeking relief from the passage of some law, and if a good law is not passed, a bad one will. The pressure is very great.

Copies of the proposed act will be furnished upon application to the editor of the MERCHANTS' MAGAZINE, or to the Secretary of the New-York Chamber of Commerce.

THE SEQUESTRATION ACT IN ALABAMA.

The following decision was rendered recently by Judge JONES, in the District Court, which we have been permitted to copy for the benefit of those who may be similarly situated. We understand that the amount involved in this case will be considerable, after paying Mr. SAULSBURY'S interest:

THE CONFEDERATE STATES *vs.* J. L. SAULSBURY & Co., *Garnishees*.—In this case, arising under the sequestration law, it appears from the answer and petition of JAMES L. SAULSBURY, that a copartnership heretofore existed between himself and JOHN T. HENRY, in the mercantile business in New-York, under the firm of SAULSBURY & HENRY, and in Alabama under the firm of J. L. SAULSBURY & Co.

Mr. SAULSBURY is a citizen of Alabama. Mr. HENRY is alleged to be a citizen of New-York, and, though that fact is not distinctly admitted, I will, for the purposes of this motion, assume that he is an alien enemy. There are effects of both firms in this State, and a considerable amount of debts due them. Mr. SAULSBURY now files his petition, praying in

effect for an order of court, authorizing him to go on to collect the debts due these firms, and to wind up their business, and he moves for an order accordingly.

There is really no necessity for any such order. When, as in this case, a mercantile partnership has heretofore existed between one of our citizens and a person now an alien enemy, and there are effects of the firm in this State, the partnership is dissolved by the war. The rights and interests of the alien enemy partner are liable to be sequestrated. But the rights and interests of the home partner in the effects of the firm are not thereby divested. He may go on to collect his debts and wind up the business of the firm without any order of court for that purpose. He is, of course, bound to account and pay over to the receiver the portion of the effects which would otherwise go to his former partner. He should allow the receiver access to the books of the firm, and from time to time give him all proper information about its business.

If he mismanages this business in any way, the court may appoint a receiver to take possession and management of the effects of the firm, on a proper showing being made. It is in this respect analogous to a case of dissolution of copartnership by the death or bankruptcy of one of the partners. The surviving or solvent partner may go on to wind up the business, subject to account to the assignee of the bankrupt or the representative of the deceased partner, and subject, too, in case of misconduct, to having a receiver appointed to take charge of the business. So, in this case, the receiver, under the sequestration law, is the representative of the alien enemy partner, and the home partner is like a solvent or surviving partner.—*Montgomery Advertiser.*

THE NEW COLOMBIAN TARIFF.

CONSULATE OF THE UNITED STATES,
At Colon-Aspinwall, Nov. 25, 1861. }

Sir,—Gen. JONES, late United States Minister Resident to Bogota, having taken leave of that capital, and Judge BURTON not having as yet presented his credentials to Gen. MOSQUERA, I have deemed it proper to translate and forward to the Treasury Department such portions of a customs decree, lately issued by the new government of the United States of Colombia, as bear upon the commerce between the United States and this Republic. The decree is dated October 16, 1861.

ART. 10. The following are declared ports of importation, exportation and deposit:

Ports of Santamarta, Cartajena, Sahanilla, Rio Hacha and Zispata on the Atlantic.

Those of Auraca and Meta.

That of Quibdio.

That of Cucuta, on the frontier of Venezuela.

That of Carlosama, on the frontier of Ecuador.

ART. 11. The following are declared free ports:

Those of Buenaventura, Tumaco and Iscuande, on the Pacific.

Those of the territory of Caqueta, in the State of Cauca.

Those of the Archipelago of San Andres, in the State of Bolivar.

Consuls will only be admitted to ports of exportation and importation.

ART. 14. Import dues will be charged upon the gross weight of the packages.

The following articles shall pay five centavos per kilogramme: Merchandise in bales, cases, or whatever wooden package without interior or exterior lining or metallic covering, or which may be introduced without covering of any kind.

Assimilated to these, packed or unpacked, are raw provisions, steel, unmanufactured, pitch or tar, quicksilver, copper and bronze in pigs, copper boilers or kettles, zinc in bars, iron, manufactured, unmixed with steel, ordinary soap in bars, machines and agricultural and artificers' tools, tanned hides and skins, lead, manufactured and unmanufactured, powder, window glass, wines, in pipes and barrels, sheet zinc, sheet tin, China ware in crates.

Merchandise, not comprehended in the above, pay 30 centavos per kilogramme. Passengers' baggage pay the same amount.

ART. 16. No duties will be paid on the following articles: Printed books, printing paper, hard coal, ice, vessels, in pieces or complete, destined for the navigation of the interior or coast, live animals, foreign legitimate coins.

ART. 18. The rate of deposit will be 40 centavos for each 100 kilogrammes, gross weight.

ART. 19. Tonnage dues on vessels that do not exceed 100 tons pay 40 centavos per ton; above 100 tons, 40 centavos per ton for the first 100, and 20 centavos for each additional ton.

ART. 21. Tonnage dues must be paid in all ports, including the free ports. Vessels which contract to carry, regularly and gratuitously, the correspondence of the Republic, are excepted from tonnage dues.

ART. 24. Export duties will be paid only on quinine and tobacco of native growth, at the rate of two centavos per kilogramme.

ART. 25. All export and import dues to be paid down, 50 per cent. in treasury notes, 10 per cent. in the floating debt of the fifth class, the balance in cash, or in floating bonds of the sixth class, derived from back dividends on the foreign debt.

ART. 27. The charges for deposit to be paid in treasury bonds or cash.

This tariff goes into operation in one hundred and twenty days after the date of the decree.

The fines and penalties for infractions of this decree are very severe, but I have not time to give them in full before the steamer leaves. Vessels will be confiscated whose masters do not present a clearance, register and crew list, or who omit, in the manifests, one package or more, whose gross weight shall exceed 25 kilogrammes. Those who endeavor to introduce goods clandestinely will pay double duties. Those who present deficient manifests, or who present no manifests, will pay an additional duty of 10 per cent., and the cargo will be examined package by package, \$50 to \$1,000 fine for each other deficient paper. Fines to the same extent on those whose manifests enumerate more goods than are on board, &c.

I have the honor to be your obedient servant,

FRANCIS W. RICE.

HON. SALMON P. CHASE, *Sec'y of Treasury.*

REGULATIONS IN JAPAN.

The following interesting specimen of Japanese-English will be acceptable to all students of idiom, being an official order to foreign ships:

THE PROHIBITION.

To be thrown ballast out of all ships in this port.
To be done any remain of ships at the outside of this port, and
To be fished and hunted in this port and shore.

1st year of banyan,

The Government

at

Nagasaki.

FOREIGN COTTON CLOTHS IN FRANCE.

The *Constitutionnel* publishes the following results of the Imperial decree, dated the 13th of February last, authorizing the importation of foreign cotton cloths free of duty, on consideration of their being re-exported after having been printed at French mills. 70,000 pieces of unbleached cotton, of 46 yards each, have, since the publication of the decree, been imported into France on the conditions specified. Of these Mulhausen received 45,000 pieces, nearly all from Switzerland, and Rouen 25,000 from England. These calicoes cost from five cents to six cents the metre less than French calicoes, being a difference of 15 per cent., which proves, says the *Constitutionnel*, that the negotiators of the treaty of commerce with England were correct in fixing the import duty on such articles at 15 per cent. The value of these cotton cloths temporarily admitted into France is estimated at from 1,500,000 francs to 1,600,000 francs, to which the bleaching and printing is to be added, at the rate of from 28 to 30 centimes the metre, being an addition to the value of about 1,300,000 francs. Thus the facility granted by the decree of the 13th of February has been doubly beneficial to the French manufacturers. It opened markets to them which were closed in consequence of the high price of their calicoes, and enabled them to give employment to their operatives at a moment when trade was dull, in consequence of the political events in the United States. This result has been obtained without injury to the French weavers. In fact, the price of French cloths has rather increased than diminished since the decree of the 13th of February. On the other hand, the experience obtained has proved that there is not an equal advantage to be obtained by the temporary admission of muslins, inasmuch as the price charged by the French manufacturers for these articles is nearly the same as the English.

"In a word," concludes the *Constitutionnel*, "the decree of the 13th of February, which has been in existence little more than six months, has produced most satisfactory results, not only with respect to our foreign relations, but with regard to our home consumption. The inquiry instituted last year by the Superior Council of Trade leaves no doubt on this head. Calicoes cannot be printed at a cheap rate except in large quantities. A new pattern costs a large price, and must be spread over a large quantity of calico in order to be sold cheap. Thus, for example, suppose a new pattern, including the price of the drawing and of the cop-

per cylinder, costs 10,000 francs; if the sale does not exceed 10,000 pieces there is an expense of one franc the piece. On the contrary, the cost is considerably diminished if there are 20,000 or 40,000 pieces printed. We have, likewise, to thank the government for the decree of the 25th of August last, by which woollen cloths, plain or mixed, are admitted for printing, on condition of being re-exported."

By Imperial decree the custom-house of Dieppe is open to the importation of cotton yarn of the numbers 143 and upwards of the metrical system, and to yarn of long wool, twist, &c. The ports of Marseilles, Bordeaux, Nantes, Havre, Rouen, and the custom-houses of Lille, Mulhausen and Lyons are opened, like that of Paris, to the direct import of English and Belgium tissues taxed *ad valorem*. The other ports of France, and the other custom-houses on the Belgian frontier already opened to the transit of merchandise not prohibited, are also to be allowed to receive tissues of British or Belgian origin, but only for transit, or to be sent sealed up and by what is called *acquit à caution*, to one of the custom-houses designated in the decree, and in which alone the merchandise can be examined and the duty be paid. In Algeria the payment of import duties on Belgian or English tissues imported under the Franco-English and the Franco-Belgian treaties can only be made in the port of Algiers.

WOOLLEN GOODS IN FRANCE.

An Imperial decree, specifying the ports and custom-houses that are opened for the importation of woollen and cotton goods of all kinds, of English or Belgian manufacture, is published in the *Moniteur* of last month. The ports are Marseilles, Bordeaux, Nantes, Rouen, Havre, Dieppe, Boulogne, Calais and Dunkirk; the custom-houses are those of Tourcoing, Roubaix, Lille, Valenciennes, Mulhausen and Lyons. The same decree gives a list of the articles of English or Belgian manufacture that can be imported only through the custom-houses inland or at seaports regularly appointed for their introduction. The articles referred to are: all goods paying a duty of more than 20 francs per 100 kilogrammes; also coaches, playing cards, chicory, roasted or ground; cutlery, skin and leather work; articles made of horses or cows' hair, pure or mixed; chemicals, ordinary soap, drinking glasses and crystals, white and colored; window glass, colored glass, polished or engraved; watch and optical glasses, and all other glass wares not mentioned in this category; sea-going vessels, hulls of sea-going vessels, river-craft, alpaca, lama and vizogue wool and camel's-hair yarn.

CUSTOM HOUSES IN CHINA.

The system of custom-houses under foreign inspectorship does not conciliate general favor as its working becomes better known. Had the treaties of Tien-tsin and Peking concentrated foreign trade into one or two ports, much good might have resulted to trade; but the very diffusion of trade secured by the treaties must prevent the success of Lord ELGIN's scheme, for the whole line of the coast of China cannot be successfully watched, nor can the Chinese be prevented from receiving

foreigners at non-treaty ports, nor from smuggling themselves at all unprotected points of a coast singularly favorable to such operations. Hong-Kong may be benefited by becoming more and more the resort of Chinese traders to supply their wants, but they will inevitably engage largely in smuggling, and will find plenty of desperate men for the purpose. The late affair of the steamer *CAMPA*, with some sugar-laden junks, is an apt illustration of the opinion now expressed. That vessel serves as a kind of *guarda costa* to the Canton foreign custom-house. The foreign employees received information of the above boats being laden with sugar upon which duty had not been paid, and, knowing the channels to be taken, they sent the *CAMPA* down to intercept them. They met, and the Chinese, retiring into a small bay, deliberately anchored and prepared for action. The steamer opened fire, which was at once replied to; the result being that five men, Europeans and others, were killed or wounded, and the steamer herself, being seriously injured, was obliged to sheer off and return to Canton. These are most awkward events, and affect European prestige very seriously.—*London Times*.

UNITED STATES AMENDED TARIFF, DECEMBER, 1861.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled: That from and after the date of the passage of this act, in lieu of the duties heretofore imposed by law on articles hereinafter mentioned, there shall be levied, collected and paid on the goods, wares and merchandise herein enumerated and provided for, imported from foreign countries, the following duties and rates of duty, that is to say:

First.—On all teas twenty cents per pound.

Second.—On coffee, of all kinds, five cents per pound.

Third.—On all raw sugar, commonly called Muscovado or brown sugar, and on sugars not advanced above No. 12, Dutch standard, by claying, boiling, clarifying or other process, and on syrup of sugar or of sugar-cane, and on concentrated molasses, or concentrated melado, two cents and an half per pound; and on white and clayed sugar, when advanced beyond the raw state, above No. 12, Dutch standard, by clarifying or other process, and not yet refined, three cents per pound; on refined sugars, whether loaf, lump, crushed or pulverized, five cents per pound; on sugars after being refined, when they are tinctured, colored or in any other way adulterated, and on sugar candy, eight cents per pound; on molasses, six cents per gallon, provided that all syrups of sugar or of sugar-cane, concentrated molasses or concentrated melado entered under the name of molasses, or any other name than syrup of sugar or of sugar-cane, concentrated molasses or concentrated melado, shall be liable to forfeiture to the United States, and the same shall be forfeited.

It will be seen that the act takes effect from the 25th December, and that the duties will be levied on goods in warehouse and on goods which arrive.

FOREIGN CORRESPONDENCE

OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW.

LONDON, *December 10, 1861.*

THE all-absorbing topic in this city, indeed I may say in all England, this month, has been the seizure of Messrs. MASON and SLIDELL on board the British mail steamer TRENT. The *Times*, immediately upon the facts being made known, took up the subject warmly and violently in behalf of the claim that the seizure by Capt. WILKES was a breach of international law, and that it must be atoned for.

The subject will come up for discussion by the respective cabinets of the two countries; and the friends of the United States have full confidence that the result will be honorable to both sides. It would not do, at this early stage, to prejudge the question. Our daily and weekly journals have taken up the question; some conceding to the United States the right of seizure; others, and the majority, against it. For the information of your readers, I may say that the question of the right of search is handled by Lord BROUGHAM, in the *Edinburgh Review*, vol. 11, also in the *Foreign Quarterly Review*, vol. 35, and in *Fraser's Magazine*, vol. 25.

The Confederate vessel HELEN arrived at Liverpool, direct from Charleston, South Carolina, Tuesday, November 26. There was a good deal of excitement on 'Change in consequence of her arrival in the Mersey.

She left Charleston on the evening of the 2d of November, and Captain WESTERDORF states that he passed safely out to sea without seeing any of the blockading squadron—the entrances to the port being quite clear of the federal fleet. The HELEN is an American-built bark of 34 tons, an extremely handsome vessel, quite new, and a "regular clipper," as her run from Charleston plainly shows. She has on board 1,100 barrels of rosin and 500 barrels of spirits of turpentine; but just previous to leaving Charleston she had stowed away 250 bales of cotton, which she was obliged to unship again, in consequence of the determination of the Charleston people not to let a bale of cotton go out of the port.

The West India mail steamer LA PLATA arrived at Southampton in November, with the families of Messrs. MASON and SLIDELL. So soon as the notice of the arrest of the Confederate Commissioners on board the steamer TRENT was posted on the slate at the Liverpool Exchange Newsroom, an unusual degree of excitement was manifested, and, after an earnest conversation amongst several gentlemen present, it was resolved to call an indignation meeting of the public of Liverpool on the subject. A notice was accordingly placed on the slate, calling upon the public to attend a meeting, to be held at three o'clock, in the cotton sales-room, to consider what steps should be taken with reference to this "gross

insult to the British flag." The cotton sales-room was densely crowded, hundreds being unable to obtain admission. Mr. CUNARD was called upon to preside, but he declined, and so also did Mr. TORR. There were then loud calls for Mr. SPENCE, a Liverpool merchant, who has published a work on the present American conflict. Mr. SPENCE said he took the chair neither with reluctance nor difficulty.

At LLOYD'S, the arrival of a Confederate war steamer at Southampton caused much excitement, and a large increase in the future charge for war risks on United States vessels is anticipated. The rate of insurance on the Canadian steamer NORTH BRITAIN, 30 guineas, was charged, and for the ANGLO-SAXON, which started subsequently for England, and was a few days overdue, the increased rate of 50s. was demanded.

The Confederate steamer NASHVILLE arrived at Southampton, instead of trying to run the blockade of Charleston again, as was generally supposed, sailed for Europe, and landed Captain NELSON and crew, twenty-nine in number, of the American ship HARVEY BIRCH, from Havre for New-York, which vessel was brought to by the NASHVILLE, Commander PEGRAM, late of the United States Navy, on the 19th of November. The HARVEY BIRCH was boarded immediately by the officers and crew of the NASHVILLE, who at once ordered the captain and crew on board the steamer. Commander PEGRAM then ordered the HARVEY BIRCH to be fired, and laid alongside till she burned to the water's edge. Capt. NELSON immediately placed himself in communication with Capt. BRITAIN, United States Consul at Southampton. Commander PEGRAM states that he has no commission from the Southern government as a war steamer, yet declares it is not a privateer. No Southern commissioners arrived by the NASHVILLE. The whole crew of the HARVEY BIRCH, except the captain, were placed in irons till the arrival at Southampton. Exhortations were made to induce the captain and crew to take the oath to the Confederate government. Commander PEGRAM communicated with Mr. YANCEY. The NASHVILLE would refit at Southampton.

I have before me a brief account of three loans which have received the guarantee of Great Britain. First, the Russian Dutch loan, which was guaranteed in 1815, the amount being £2,083,333 (25 million florins.) The balance of principal was, at the end of 1858, 1859 and 1860, £1,187,500, £1,166,666 and £1,145,833 respectively. The annual payments out of the consolidated fund, viz., 1 per cent. to the sinking fund, average £22,000 during those years; and the average interest during that term, at 5 per cent., was £60,000; the total of the two items was, therefore, £82,000. Second, the Greek loan, in respect of which we have, up to the end of 1860, paid out of the consolidated fund, £835,525. Twelve years ago the Greek government had repaid £31,085, and not one farthing since! This leaves that nation our debtor to the extent of £804,440. Third, the Sardinian loan, in 1855 and 1856, we advanced, in full, £2,000,000; in the three years 1858, 1859 and 1860, the interest paid by Sardinia was £58,000 annually, at the rate of 3 per cent. Her payments to the sinking fund, up to the end of 1860, is £101,395; the balance against her is £1,898,605.

We read in the *Patrie* that during the 8th and 9th November, 354 ships of commerce entered the port of Constantinople, the largest result that has been obtained for fifty years. It proves the immense importance of this port in a commercial point of view. A great number of the ships

came from the Black Sea, from the Sea of Azoff, or from the Danube, and were laden with wheat.

By means of the electric telegraph we received advices, on the 23d November, from Calcutta to October 25th.

From a very useful publication, prepared by Mr. HENRY LLOYD MORGAN, public accountant, wherein is furnished an analysis of the public income and expenditure of Great Britain for the financial year ended the 31st of March last, we extract the following condensed summary of the main results. They will be found useful for reference :

Interest and management of the national debt,.....	£ 26,231,018
Army and navy,.....	31,345,564
Collection and management of revenue departments,..	5,679,703
Public works and buildings,.....	639,711
Salaries and expenses of public departments,.....	1,580,911
Justice,.....	3,184,670
Education, science and art,.....	1,233,352
Diplomatic, colonial and consular,.....	624,019
Superannuations and charities,.....	237,418
Special and temporary objects,.....	783,702
Civil list,.....	403,160
Annuities and pensions,.....	345,771
Interest on loans, secret service, &c.,.....	518,532
Civil contingencies,.....	157,000

£ 72,964,536

The following were the fluctuations in English funds since October, 1860 :

LOWEST AND HIGHEST PRICES EACH MONTH, 1861.

	BANK STOCK.		CONSOLS.		EXCHEQUER BILLS.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
November, 1860,....	231	235½ ..	92½	93¾ ..	6 dis.	par.
December, "....	231	234½ ..	93⅝	94½ ..	6 "	"
January, 1861,....	231	233 ..	91½	91¾ ..	10 "	"
February, "....	231	241 ..	91½	92⅝ ..	8 "	2 prem.
March, "....	231	234 ..	91½	92½ ..	15 "	6 "
April, "....	226½	235 ..	91½	92¼ ..	13 "	2 "
May, "....	232	234 ..	91⅝	92 ..	10 "	2 dis.
June, "....	229	234 ..	89½	92 ..	10 "	2 prem.
July, "....	228	232 ..	89½	90½ ..	12 "	7 "
August, "....	231½	236 ..	90	93 ..	15 "	8 "
September, "....	236	.. ..	92⅝	94 ..	4 "	8 "
October, "....	231	233 ..	92	93 ..	par.	9 "
November, "....	..	.. ..	92⅝	94½ ..	10 prem.	21 "

A treaty of commerce has been concluded between Turkey, England and France, which will have great effect in promoting the agriculture and commerce of Turkey, and her trade with the two Western Powers. There are vast tracts of land, in many instances near the coast, which will now probably be brought into cultivation. Under the old Turkish system the government reserved to itself the monopoly of the purchase of corn, which it sought to obtain at an arbitrarily low price, for the consumption of Constantinople and the great cities. Land-owners, consequently, only sowed sufficient for their own wants, and any surplus they had went to the government at its own price. Under the treaty con-

cluded by Lord PONSOMBY with the Porte, this monopoly was abolished; but the Turks, still anxious to keep their grain at home, insisted on an export duty of twelve per cent., which only had the effect of impeding the industry of some of the finest grain-producing land in the world. The new treaty, which will come into effect on the 1st of March, 1862, at once reduces the duty on all exports to eight per cent., which is to be further reduced one per cent. every year till it finally ceases. To make up what loss this may occasion to the revenue, the duty on imports, which formerly was five per cent., is to be raised to eight.

The JEAN, of Charlestown, a sloop of about thirty tons register, is at present in Leith Dock, and is probably the oldest ship afloat. She came originally into the possession of the ELGIN family, and is, we believe, still the property of the present noble Earl, retained as an heir-loom of the year 1736. Previous to that period she was a Danish boat. Her timbers are still sound and in good condition.

The following are the rates of discount in the principal cities of the continent, showing a rise not only in Paris, but also in Turin:

	Bank rate. Per cent.	Open market. Per cent.		Bank rate. Per cent.	Open market. Per cent.
Paris,	6	6	Turin,	6½	6½
Vienna,	6	5	Brussels,	4	8½
Berlin,	4	8	Hamburg,	—	2½
Frankfort,	3	2½	St. Petersburg, ...	7	—
Amsterdam,	3	3			

The successful completion of the submarine telegraph line from Malta to Alexandria is announced. The whole length is 1,400 miles, having intermediate stations at Tripoli and Benghazi.

The following were the leading incidents of the month of November:

7. The Bank of England reduced its minimum rate of discount from 3½ to 3 per cent.

8. Meeting of proprietors of the Great Eastern Steamship Company, and a fresh call of £25,000 agreed upon.

14. M. FOULD assumed the duties of French Minister of Finance. Prospectus of the "Mercantile Joint Stock Bank" issued in London; proposed capital, £1,000,000.

15. Payment of call of £2,000,000 or £1,500,000 on Lombardo-Venetian Rail-Road shares.

16. New postal arrangements between England and France published. The *Moniteur* publishes the text of the letter of the Emperor NAPOLEON relative to the finances, as well as the important report of M. FOULD, the new Minister of Finance. Both these documents are published *in extenso* in the *Times*.

18. A despatch dated Turin, Nov. 16, says: "The government has granted the concession for the construction of a railway from Turin to Savona to an English company, represented by MESSRS. PATTEN, CARGILL, GREENFIELD, GOMBERT and others." The text of the Convention between England, France and Spain, relative to the proposed intervention in Mexico, is published.

19. Final instalment paid on the India loan of £4,000,000.

20. Prospectus of the National Marine Insurance Company published; capital, £1,000,000.

21. The *Times* publishes a correspondence which has passed between certain holders of India promissory-note stock and the Bank of England. Holders are now permitted to obtain certificates that will enable parties in India to receive the notes made out payable to their own order. Bank of France reduced its rate of interest from 6 to 5 per cent. Advices from Hong Kong, dated October 16, received at London.

22. News of the arrival of a Confederate war steamer at Southampton, and of the capture and destruction of a federal merchant ship (*HARVEY BIRCH*) off the English coast. News received of the wreck of the steamer *NORTH BRITON*. Twenty per cent. premium paid at *LLOYD'S* on ship *JAMES WILSON*, out 131 days from Melbourne.

24. Imperial decree issued at Paris abolishing the entrance fee to the Bourse. Bank of Turin reduced its rate of discount from $6\frac{1}{2}$ to $5\frac{1}{2}$.

25. Adjudication of the Cape Government six per cent. loan of £200,000. Rise of £5 per ton in the London market price of copper. Stoppage of *MESSRS. FROME, GREGORY & Co.*, St. Petersburg, and of *MESSRS. BONOLIEL BROTHERS*.

26. Baron *TECCO*, Italian Minister at Madrid, received his passports.

27. Arrival of the mail steamer *LA PLATA* at Southampton, with news of arrest of *MESSRS. MASON and SLIDELL*. Great fall in the market values of shares.

28. *PETER MORRISON*, of the Bank of Deposit, London, declared a bankrupt. Stoppage of *THEODORE JASMUND*.

29. Announcement that the law officers of the Crown have pronounced the arrest of *MASON and SLIDELL* contrary to law. Dividend of the Bank of British North America, at the rate of six per cent. per annum. One per cent. war risk, Liverpool to New-York, charged and paid at *LLOYD'S*.

30. Queen's proclamation forbidding the export of gunpowder, saltpetre, nitrate of soda and brimstone.

The following are the arrivals and stocks and sales of cotton at Havre for five years :

<i>Bales.</i>	<i>Stock, Jan. 1.</i>	<i>Receipts, 10 mos.</i>	<i>Sales, 10 mos.</i>	<i>Stock, Oct. 31.</i>
1857,.....	46,800 ..	384,470 ..	360,340 ..	70,930
1858,.....	82,000 ..	359,722 ..	*399,022 ..	43,300
1859,.....	136,000 ..	302,400 ..	398,890 ..	40,200
1860,.....	45,130 ..	556,000 ..	477,480 ..	123,650
1861,.....	105,021 ..	544,000 ..	491,075 ..	157,985

Among the recent European failures are *MESSRS. BONOLIEL BROTHERS*, merchants, of London and Gibraltar, a firm of long standing; liabilities, £10,000. *THEODORE JASMUND*, West India merchant, Basinghall-street. *MESSRS. FROME, GREGORY & Co.*, iron and machine agents, St. Petersburg; liabilities, £200,000. *ARNOTT BROTHERS*, silk mercers, St. Paul's Churchyard, London; liabilities, £20,000. *MESSRS. BROADFOOT, DOUGLAS & Co.*, shawl manufacturers, Glasgow; liabilities, £40,000.

The mercantile public have noticed, with great satisfaction, that the United Kingdom Electric Telegraph Company have this week opened their wires at the uniform rate of 1s. per message of twenty words between London, Birmingham, Manchester and Liverpool. A message can now be sent from London to Liverpool at the remarkably low charge of 1s. for twenty words.

COMMERCIAL CHRONICLE AND REVIEW.

THE month of December has been full of excitement among the commercial community. The case of MESSRS. JAMES M. MASON and JOHN SLIDELL is now the chief topic of discussion in England and the United States. The English, through their journals, except to the seizure of these rebel commissioners on board the British mail steamer TRENT, on the 8th ultimo, by Commodore WILKES. The subject is one that must be governed by the existing rules of international law; and these being, apparently, in favor of the course pursued by Commodore WILKES, our merchants are, with few or no exceptions, opposed to any concession by our government that is not strictly demanded by a fair interpretation of such law.

Congress met on the 2d day of December. The President's message was communicated the following day; a document which gives universal satisfaction to the country. Among the chief subjects of discussion at the present session will be—I. The government debt and fiscal movements. II. A modification of the tariff, so as to place higher duties upon tea and coffee. III. A general bankrupt law, retrospective and prospective.

Secretary CHASE recommends "that the duties on tea, coffee and sugar be increased to the rates heretofore proposed; that is to say, to two and one-half cents per pound on brown sugar; to three cents on clayed sugar; to twenty cents per pound on green tea, and to five cents per pound on coffee; and that no other alterations of the tariff be made during the present session of Congress, unless further experience or changed circumstances shall demonstrate the necessity or expediency of them. All considerations of prudence and patriotism seem to concur in favor of giving to the existing tariff a full and fair trial, and of reserving the work of revision, modification and permanent settlement for more propitious days."

With the aid of the tax upon property and upon incomes, and further negotiation of public loans, the Secretary thinks the requisite funds for the government expenses can be secured. He proposes a tax upon bank notes, or that banks be authorized to issue paper upon the deposit of United States securities. Should these form a material portion of the bank circulation of the country, and be made a legal tender in all transactions, the reform will be a desirable one. It is conceded, however, in the outset, that the volume of circulation shall not be increased beyond its present sum in the aggregate.

Of the public debt the Secretary gives the following summary:

"The whole amount required from loans may, therefore, be thus stated:

For the fiscal year 1862, under existing laws,	\$75,449,675
For the fiscal year 1862, under laws to be enacted,	200,000,000
For the fiscal year 1863, also under laws to be enacted,	373,531,245
	<hr/>
Making an aggregate of,	\$ 654,980,920

"The total may be stated in round numbers at six hundred and fifty-five millions of dollars. A tabular statement will accompany this report, showing somewhat more in detail the actual and estimated receipts and expenditures of the financial years 1861, 1862 and 1863.

"It only remains, in order to complete the view of the financial situation, to submit a statement of the public debt as it was on the 1st day of July, 1860 and 1861, and will be, according to the estimates now presented, at the same date in each of the years 1862 and 1863. The statement, in brief, is as follows:

"On the 1st of July, 1860, the public debt was.....	\$64,769,703
1861, the public debt was.....	90,867,828
1862, the public debt will be....	517,372,802
1863, the public debt will be....	897,372,802

"The particulars of which the debt consists, and the portions which have been or will be paid or contracted in each year, will appear fully in a table which will be submitted with this report to Congress. Another table will be submitted, showing the amount of the public debt in each year, from 1791 to 1861, inclusive."

At the meeting of the associated banks, held December 17, at the American Exchange Bank, Mr. JOHN A. STEVENS presiding, the following resolutions were offered by Mr. MOSES TAYLOR, and unanimously adopted:

Whereas, The public mind has become unduly agitated in regard to the financial course to be pursued by the banks and the United States government, which has led to a premature discussion of a suspension of specie payments; and

Whereas, An examination into the condition of the specie of the country has resulted in the belief that we now hold \$80,000,000 of bullion more than we held a year ago, of which a fair proportion is in the banks; and

Whereas, The exports of cereals and provisions have so far exceeded those of former years, that, notwithstanding the loss of the cotton crop, our exports far exceed our importations, and there is no demand for foreign exchange to warrant considerable shipment of coin; and

Whereas, The pending difference with Great Britain will probably prove to be capable of a diplomatic solution through the ordinary channels or by arbitration, and fears on this score are premature and groundless; and

Whereas, There is nothing in the position of the loans to the government to cause uneasiness, and the entire arrears due upon them from the banks of this city (a considerable part of which is to be reimbursed) do not exceed \$31,500,000, provided the Secretary, in his drafts therefor, will consult their wishes, which may be expected from him, from motives of interest and policy, as well as from his promises; and

Whereas, Independently of all these considerations, it is not only unbecoming, but bad faith, for fiduciary agents to refuse the just demands of depositors, unless for clear cause and manifest necessity, and nothing but an entire want of public confidence or great national considerations, rendering it impossible to comply with all engagements, can ever justify such refusal; therefore; be it

Resolved, That the New-York banks, with assurances from the repre-

sentatives of banks in Boston and Philadelphia of their co-operation, see no reason, justification or necessity for a suspension of specie payments under the existing state of their relations with the banks of this country, the United States government and Europe. Relying, therefore, confidently on the harmonious action of the government, on the continued confidence of their depositors, and on the patriotism of the people, they will maintain specie payments."

Notwithstanding these views, the banks, on the 28th, concluded to suspend specie payment, in view of the heavy withdrawals of coin.

President LINCOLN, in his annual message, urges the construction of a national rail-road :

"I deem it of importance that the loyal regions of East Tennessee and Western North Carolina should be connected with Kentucky and other faithful parts of the Union by rail-road. I therefore recommend, as a military measure, that Congress provide for the construction of such a road as speedily as possible. Kentucky, no doubt, will co-operate, and, through her legislature, make the most judicious selection of a line. The northern terminus must connect with some existing rail-road; and whether the route shall be from Lexington or Nicholasville to the Cumberland Gap, or from Lebanon to the Tennessee line, in the direction of Knoxville, or on some still different line, can easily be determined. Kentucky and the general government co-operating, the work can be completed in a very short time; and when done, it will be not only of vast present usefulness, but also a valuable permanent improvement, worth its cost in all the future."

At the December meeting of the New-York Chamber of Commerce a proposition was brought forward for a memorial to Congress, urging the construction of a double-track rail-road between Washington and New-York, as a military, postal and commercial *desideratum*. Such a road, in time of war, would meet the government demands for transportation of men and military stores.

The Secretary of the Interior reports, that by an order of last May the execution of the law for the suppression of the slave trade was confided to that department. The Secretary convened the marshals of all the loyal Atlantic States at New-York, and explained to them all the devices of the traffic. The result of this energy has been the capture and condemnation of five vessels. One person has been convicted as the captain of a slaver, and sentenced to death, the first instance of a capital conviction on record; and another has been found guilty for fitting out a slaver at Boston. Within a little more than a year, 4,500 Africans, recaptured by our cruisers, have been taken into the Republic of Liberia, through the agency of the American Colonization Society.

Letters from Brazil state that commercial matters at Rio Janeiro have assumed a new aspect. It is stated that Minister WEBB, immediately on his arrival there, instructed the consuls at that port and the eight other ports under his jurisdiction, to give notice to all concerned, on their arrival, that upon the display of a Confederate flag from any part of an American ship, the master would be instantly removed and the vessel be placed under the command of the first officer, or some other suitable person, and be sent home to her owners; that she will be treated in all respects as if retaken from her captors, her voyage be considered as terminated, and sent home, as the readiest way of restoring to loyal Ameri-

can citizens their property recaptured from the Confederates who may have had possession of her. This vigorous and determined policy checked the evil at once in Rio, and frightened the secession masters out of their demonstrations.

The Secretary of the Treasury has issued instructions in regard to securing and disposing of the property of the Confederates found or brought within the territory now or hereafter occupied by the United States forces in the disloyal States. Agents are to be appointed to reside at such places, whose duty it will be to provide and prepare for market all products of the soil, &c., &c., of which a record is to be made. The cotton and other articles, when prepared for market, shall be shipped to New-York, and, so far as practicable, by the returning government transports, and all shipments shall be consigned to the designated agent at New-York, unless otherwise specially directed by the Secretary of the Treasury. A carefully detailed account will be kept by the agent of all supplies furnished by the government and of all expenditures made. Each agent will transmit a weekly report of his proceedings to the Secretary of the Treasury, and render his account in duplicate monthly for settlement. All requisitions, bills of lading and invoices will be countersigned by the military commander, or by such officer as he may designate for the purpose. Each agent will so transact his business and keep his accounts that as little injury as possible may accrue to private citizens who may maintain, or may, within reasonable time, resume the character of loyal citizens of the United States.

An unusual feat in rail-road transportation was lately accomplished on some Western roads, viz.: The Third Michigan Regiment, Col. KELLOGG, travelled the entire distance from Grand Rapids, Michigan, to Alton, Illinois, a distance of 750 miles, without change of cars. This was over the following routes: the Detroit and Milwaukie, from Grand Rapids to Detroit; thence to Adrian by the Detroit and Toledo; thence to Chicago by the Michigan Southern; thence to Mattoon by the Illinois Central; thence to Alton by the Terre Haute and Alton Road.

The canals of the State of New-York were closed the first week in December. The tolls show an increase of \$897,338.

Total receipts for November, 1861,.....	\$ 628,854 46
“ “ “ 1860,.....	411,559 45
Increase,.....	\$ 217,295 01
Tolls received from May 1st, to Dec. 1st, 1861,.....	\$ 3,902,700
“ “ April 25th to Dec. 17th, 1860,.....	3,005,362
Total increase,.....	\$ 897,338

The total amount of tolls received during the season of 1861 exceeds that of 1847 by more than two hundred and sixty-seven thousand dollars, while the rates of 1861 are about “sixty per cent.” less than those of 1847.

A marked contrast is again seen in the official exhibit of dry goods imported at this port for the past month, compared with former years. In the article of wool the imports are well maintained, owing to the wants of the army. In silks the decline is 78 per cent., compared with

November of last year. In cotton goods the decline is over sixty per cent. In the withdrawal from the bonded warehouses there is, on the other hand, a large increase, viz., \$1,054,716 in 1861, against \$235,781 in 1860; thus showing an aggregate upon the market, for the month, of \$3,216,194 in 1861, against \$4,431,609 in 1860, and only \$823,580 in 1857.

These figures show, that notwithstanding the depreciation of the Southern trade, heretofore enjoyed, the aggregate imports are materially above those of the fall of 1857, viz.:

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

Entered for Consumption.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 1,052,067 ..	\$ 1,830,208 ..	\$ 1,465,422 ..	\$ 1,351,293
Cotton,.....	687,389 ..	939,067 ..	448,431 ..	160,602
Silk,.....	1,019,817 ..	1,406,923 ..	1,441,427 ..	314,500
Flax,.....	465,008 ..	664,648 ..	405,283 ..	258,483
Miscellaneous,.....	265,760 ..	358,220 ..	435,265 ..	76,600
Total,.....	\$ 3,490,041 ..	\$ 5,199,066 ..	\$ 4,195,828 ..	\$ 2,161,478

Withdrawn from Warehouse.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 203,011 ..	\$ 123,385 ..	\$ 100,809 ..	\$ 397,601
Cotton,.....	72,653 ..	43,090 ..	40,218 ..	163,916
Silk,.....	78,766 ..	47,650 ..	42,338 ..	347,459
Flax,.....	117,901 ..	74,563 ..	29,094 ..	100,591
Miscellaneous,.....	102,151 ..	53,693 ..	23,322 ..	45,149
Total,.....	\$ 574,482 ..	\$ 342,381 ..	\$ 235,781 ..	\$ 1,054,716
For consumption,..	3,490,041 ..	5,199,066 ..	4,195,828 ..	2,161,478
Total on market,	\$ 4,064,523 ..	\$ 5,541,447 ..	\$ 4,431,609 ..	\$ 3,216,194

Entered for Warehousing.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 117,077 ..	\$ 348,028 ..	\$ 345,958 ..	\$ 154,447
Cotton,.....	200,469 ..	349,168 ..	543,843 ..	53,202
Silk,.....	95,765 ..	150,680 ..	242,428 ..	101,191
Flax,.....	55,634 ..	80,641 ..	353,247 ..	23,913
Miscellaneous,....	49,169 ..	97,385 ..	116,252 ..	12,695
Total,.....	\$ 518,114 ..	\$ 1,025,902 ..	\$ 1,601,728 ..	\$ 345,448
For consumption,..	3,490,041 ..	5,199,066 ..	4,195,828 ..	2,161,478
Entered at port,	\$ 4,008,155 ..	\$ 6,224,968 ..	\$ 5,797,556 ..	\$ 2,506,926

Upon a review of the business for the year, of which eleven months have expired, we find that the imports are less than thirty per cent. of those for the same period last year; and the quantities upon the market are less than forty-five per cent. Woollen goods, of this sum, are more than one-third. Silks are largely reduced, as well as cottons. The general results are fully shown in the annexed summary:

IMPORTS OF FOREIGN DRY GOODS AT THE PORT OF NEW-YORK FOR ELEVEN MONTHS.

Entered for Consumption.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,	\$ 15,951,589 ..	\$ 31,627,415 ..	\$ 29,297,399 ..	\$ 9,619,436
Cotton,	8,774,510 ..	20,579,673 ..	13,588,867 ..	3,130,269
Silk,	16,344,300 ..	30,038,842 ..	31,761,340 ..	8,000,373
Flax,	4,240,801 ..	9,380,326 ..	6,249,107 ..	1,983,376
Miscellaneous,	3,190,458 ..	5,294,699 ..	5,725,000 ..	1,856,397
Total,	\$ 48,501,658 ..	\$ 96,920,955 ..	\$ 86,621,713 ..	\$ 24,589,851

Withdrawn from Warehouse.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,	\$ 4,507,237 ..	\$ 2,849,283 ..	\$ 3,193,752 ..	\$ 6,303,099
Cotton,	3,417,410 ..	1,505,916 ..	2,340,177 ..	4,043,273
Silk,	3,198,729 ..	872,496 ..	1,504,525 ..	4,928,764
Flax,	2,058,461 ..	993,116 ..	801,461 ..	1,766,566
Miscellaneous,	1,314,250 ..	437,675 ..	544,161 ..	760,430
Total,	\$ 14,496,087 ..	\$ 6,658,486 ..	\$ 8,384,076 ..	\$ 17,802,132
For consumption, ..	48,501,658 ..	96,920,955 ..	86,621,713 ..	24,589,851
Total on market,	\$ 62,997,745 ..	\$ 103,579,441 ..	\$ 95,005,789 ..	\$ 42,391,983

Entered for Warehousing.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,	\$ 2,120,741 ..	\$ 3,338,213 ..	\$ 3,599,071 ..	\$ 5,790,346
Cotton,	1,927,260 ..	1,733,076 ..	2,882,926 ..	3,859,872
Silk,	1,172,538 ..	938,224 ..	1,619,287 ..	5,088,141
Flax,	864,413 ..	880,937 ..	829,699 ..	1,420,587
Miscellaneous,	584,319 ..	534,013 ..	669,683 ..	883,673
Total,	\$ 6,669,271 ..	\$ 7,424,463 ..	\$ 9,600,666 ..	\$ 17,042,619
For consumption, ..	48,501,658 ..	96,920,955 ..	86,621,713 ..	24,589,851
Entered at port,	\$ 55,170,929 ..	\$ 104,345,418 ..	\$ 96,222,379 ..	\$ 41,632,470

In the business of imports generally we find the aggregates are above sixty per cent., in November, of 1861, of those of 1860, viz., \$9,639,012, against \$15,421,156; but for the whole year, since January 1st, the quantities are 189 millions, against 246 millions last year, or a decline of about 24 per cent. only. The most marked feature in this summary is the fact that the present year, with all its curtailments of trade, exceeds that of the year 1858. This is a commentary upon the statements made abroad that the South has been heretofore the great consumer of foreign goods. It is true that specie forms a larger portion of the aggregate than ever exhibited before; but, deducting the specie, we find the imports for the present year (including withdrawals) exceed two hundred millions of dollars in value.

FOREIGN IMPORTS AT NEW-YORK IN NOVEMBER, 1858—1861.

ENTERED	1858.	1859.	1860.	1861.
For consumption, ..	\$ 7,350,322 ..	\$ 9,978,720 ..	\$ 8,525,416 ..	\$ 4,614,982
For warehousing, ..	1,725,318 ..	2,794,108 ..	3,961,652 ..	2,150,561
Free goods,	1,425,520 ..	1,955,087 ..	2,487,290 ..	1,964,644
Specie and bullion,	90,446 ..	167,087 ..	446,798 ..	908,825
Total entered, ...	\$ 10,591,606 ..	\$ 14,895,002 ..	\$ 15,421,156 ..	\$ 9,639,012
Withdrawn,	2,124,655 ..	1,970,134 ..	1,597,301 ..	1,987,626

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

ENTERED	1858.	1859.	1860.	1861.
For consumption, .	\$ 93,167,226 ..	\$ 163,721,999 ..	\$ 149,286,252 ..	\$ 49,911,475
For warehousing, .	24,115,146 ..	33,340,134 ..	39,175,038 ..	38,725,841
Free goods,	20,039,083 ..	26,573,198 ..	25,867,868 ..	27,779,670
Specie and bullion,	2,200,987 ..	2,631,787 ..	2,678,269 ..	36,734,883
Total entered, . . .	\$ 139,522,442 ..	\$ 226,267,118 ..	\$ 217,007,427 ..	\$ 153,151,869
Withdrawn,	35,684,657 ..	25,016,335 ..	29,857,721 ..	36,055,372

It is in the foreign export trade for the past month, and for the eleven months of the year, that the real importance of New-York exhibits itself. Boston and Philadelphia participate, of course, in this enlargement of export, now mainly in cereals and provisions.

If to these had been added cotton, the export trade of the Union would have been a surprise to the commercial world. As it is, however, without the aid of King Cotton, the exports of New-York for eleven months have been beyond 124 millions of dollars in value, besides specie. For the month of November the exports exceeded fourteen and a half millions, equal to an annual aggregate of 175 millions.

We find the exports of domestic produce in November have been absolutely enormous, the total being a very large gain upon any month of any year in our history. The total for the same month of last year was then one million in excess of any previous month; and it was thought that the figures then reached (\$11,747,086, exclusive of specie) would stand at the head for some time to come. It has been exceeded, however, several times during the year 1861, but the last month is distinguished by nearly one and a half millions over any month's export since New-York was settled.

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

	1858.	1859.	1860.	1861.
Domestic produce,	\$ 3,481,654 ..	\$ 5,323,611 ..	\$ 11,262,701 ..	\$ 14,109,763
For. mdse., (free), .	129,671 ..	177,288 ..	84,167 ..	41,973
For. mdse., (dut.), .	254,310 ..	639,538 ..	400,218 ..	377,170
Specie and bullion,	471,970 ..	4,383,123 ..	525,091 ..	48,385
Total exports, . . .	\$ 4,337,605 ..	\$ 10,523,560 ..	\$ 12,272,177 ..	\$ 14,577,291
Total, ex. specie,	3,865,635 ..	6,140,437 ..	11,747,086 ..	14,528,906

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

	1858.	1859.	1860.	1861.
Domestic produce,	\$ 50,249,635 ..	\$ 53,547,359 ..	\$ 84,857,351 ..	\$ 117,574,551
For. mdse., (free), .	1,416,295 ..	2,758,045 ..	2,161,469 ..	2,079,473
For. mdse., (dut.), .	3,600,167 ..	4,569,646 ..	4,931,696 ..	4,709,445
Specie and bullion,	24,103,223 ..	67,653,737 ..	41,988,770 ..	3,343,237
Total exports, . . .	\$ 79,369,320 ..	\$ 128,528,787 ..	\$ 133,939,286 ..	\$ 127,706,706
Total, ex. specie,	55,266,097 ..	60,875,050 ..	91,950,516 ..	124,363,469

The changes in the tariff of August, 1861, are beginning to be seen in the receipts for customs. The dutiable imports on the market in November, amounting to only \$6,602,608, produced \$56,636 more revenue than \$10,122,717 of dutiable imports thrown on the market in November, 1860. The custom-house did not avail itself of the duties on the stocks of tea and coffee in bond last July. These have been since placed on the market without any additional revenue to the government. From this

time the revenue from these will be large. The following will show the receipts since January 1st:

CASH DUTIES RECEIVED AT NEW-YORK, 1858-1861.

	1858.	1859.	1860.	1861.
First six months, ..	\$ 11,089,112 ..	\$ 19,512,181 ..	\$ 18,389,679 ..	\$ 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
In October,	2,054,834 ..	2,318,750 ..	2,632,078 ..	1,672,617
In November,	1,706,529 ..	2,157,154 ..	1,794,149 ..	1,851,384

Total, 11 months, \$24,455,834 .. \$35,990,850 .. \$34,855,018 .. \$19,380,133

Included in the receipts for duties during the last month were \$126,536 35 in Treasury notes, making \$8,336,007 55 paid in those notes at this custom-house since the beginning of the current year.

We have received this year, from California and from Europe, over sixty-eight millions of gold and silver, viz.:

	From California.	Foreign Imports.	Total.
In January,	\$ 4,185,000 ..	\$ 7,262,000 ..	\$ 11,447,000
" February,	3,622,000 ..	2,274,000 ..	5,896,000
" March,	2,370,000 ..	5,546,000 ..	7,916,000
" April,	2,951,000 ..	1,953,000 ..	4,904,000
" May,	1,977,000 ..	3,486,000 ..	5,463,000
" June,	2,012,000 ..	5,387,000 ..	7,399,000
" July,	2,055,000 ..	6,996,000 ..	9,051,000
" August,	4,245,000 ..	1,049,000 ..	5,294,000
" September,	2,815,000 ..	1,231,000 ..	4,046,000
" October,	2,980,000 ..	639,000 ..	3,619,000
" November,	2,584,000 ..	907,000 ..	3,491,000
	\$ 31,796,000 ..	\$ 36,730,000 ..	\$ 68,526,000

The Board of Fire Insurance Companies, at a meeting held on the 12th December, appointed a special committee of five to investigate and report upon the nature of petroleum or rock-oil, earth oils, benzine, benzole and naphtha, and the oils refined from petroleum and coal-oil, with a rate of insurance upon these articles. The committee, consisting of Messrs. D. A. HEALD, of the Home Insurance Company; GEORGE T. HOPE, Continental Insurance Company; E. A. STANSBURY, Metropolitan Insurance Company; HENRY A. OAKLEY, Howard Insurance Company; J. L. DOUGLASS, Merchants' Insurance Company, made their report yesterday. The report states that petroleum, rock-oil, or earth-oil, as it is generally received in its crude and unrefined state, is largely charged with volatile matter, highly inflammable in its nature, and evolved to some extent at the usual temperature of the atmosphere, and much more freely by an increased degree of heat.

The first article in the present No. (on the MASON and SLIDELL affair) was written and finished before the actual demand on the part of Great Britain, or the reply thereto by Secretary SEWARD, was made known to the public. The article, therefore, will stand as a brief confirmation of the views of our government.

THE BOOK TRADE,

THE "Great Rebellion" has given rise to ample historical materials for the future. The future, as well as the cotemporary reader of the history of the United States, must consult the works of to-day if he desires to make himself familiar with the events which gave rise to the rebellion, and to the events which have followed it.

- I. *The Rebellion Record: a Diary of American Events, with Documents, Narratives, Illustrative Incidents, &c.* Edited by FRANK MOORE, author of the "*Diary of the American Revolution*;" with an Introductory Address on the causes of the Struggle, and the Great Issues before the Country, by EDWARD EVERETT. New-York: G. P. PUTNAM, Publisher.

This valuable work has already reached the completion of the first volume, containing pp. 428 and pp. 156. The plan of the *Rebellion Record* contemplates a record of every event connected with the political and military management of the war. A narrative of each battle, and of every movement of the year: including the correspondence, speeches, &c., of official and prominent individuals.

The second part (156 pp.) contains rumors, incidents, &c., extracted from the daily journals of the time. The first volume contains eleven portraits, viz.: President LINCOLN, JEFFERSON DAVIS, GOVERNOR SPRAGUE, SECRETARY CAMERON, GENERALS ANDERSON, BUTLER, DIX, FREMONT, McCLELLAN, LYON and SCOTT; also seven maps.

The subsequent parts of this elaborate work bring the history down to the month of August, with portraits of Generals BANKS, BEAUREGARD, WOOL, LANDER, POLK and Commodore STRINGHAM. "*The Rebellion Record*" is published weekly and monthly. Weekly Numbers at 10 cents; Monthly Parts, Illustrated, 50 cents. The Illustrations for the Weekly Nos. will be published in two Nos. at 30 cents each, making the price for Weekly and Monthly editions the same, viz., \$3 for each vol. of 24 Nos., and 2 Nos. of Illustrations, or 6 Monthly parts.

- II. *The Southern Rebellion and the War for the Union: a History of the Rise and Progress of the Rebellion, and Consecutive Narrative of Events and Incidents, from the first stages of the Treason against the Republic.* New-York: JOHN D. TORREY.

This work differs from Mr. MOORE'S in being a connected history, arranged according to the exact order of the events. It possesses great value as a text-book for dates of important events, and furnishing materials for future history and historians. It is fortunate that the times, so pregnant with events which will concern generations and centuries to come, find thus early their reliable record, giving to the cotemporary reader, and to our successors, a consecutive view of the greatest rebellion that the world has yet known.

We commend the work to the support and favor of every lover of his country's rights and interests. It is published weekly, at 10 cents, semi-monthly, at 20 cents, and in monthly parts, at 40 cents.

- III. JENKINS' *Vest-Pocket Lexicon: an English Dictionary of all except Familiar Words.* Philadelphia: J. B. LIPPINCOTT & Co. 1861.

This is a new idea, well conceived and well executed. In a volume of 563 pages, small enough for the vest pocket, are contained the principal scientific and technological terms, and the titles of foreign moneys, weights and measures. "Omitting what everybody knows, and containing what everybody wants to know, and cannot readily find." To the general reader this *vade mecum* will furnish information which he may in vain look for in the elaborate encyclopedias and dictionaries of the day. For instance, the terms used in Architecture, Astronomy, Natural History, Ship-Building, Chemistry, &c., are here briefly given, in the smallest possible compass.

IV. *A Memoir of the Hon. NATHAN APPLETON, LL. D., prepared agreeably to a resolution of the Massachusetts Historical Society.* By ROBERT C. WINTHROP. With a portrait, an introduction and an appendix. 8vo., pp. 78. JOHN WILSON & SON, Boston.

In addition to Mr. WINTHROP'S Memoir, this pamphlet contains the proceedings of the Massachusetts Historical Society on the occasion of the death of this distinguished gentleman. Also the remarks of JOHN A. LOWELL, J. T. STEVENSON, EDWARD EVERETT and ex-Governor LINCOLN, with the proceedings and resolutions of the Massachusetts Hospital Life Insurance Company, the Merrimac Manufacturing Company, the Boston Banks, the Stark Mills Corporation and the American Antiquarian Society.

V. *Carthage and her Remains: being an account of the Excavations and Researches on the Site of the Phœnician Metropolis in Africa, and other adjacent places. Conducted under the auspices of Her Britannic Majesty's Government.* By Dr. N. DAVIS, F. R. G. S. With illustrations. 8vo., pp. 504. HARPER & BROTHERS.

Dr. DAVIS attempts to identify Carthage with the Tarshish of the sacred writers. There are in the volume thirty-three superior illustrations to represent Carthage, its harbors, cape, ruins, the port of Utica, &c. From the whole nature and extent of the ruins, it is clear that Utica was a city of great importance. Utica, at one time the ally of Carthage, became noted for "her uniform faithlessness, her treachery and her perfidy," and through her treachery contributed to the fall of Carthage; and thus became, with the aid of Rome, the metropolis of Africa.

Was it not Dido who once, with a willow in her hand, bade

"her love

To come again to Carthage?"

VI. *Medical Jurisprudence.* By ALFRED SWAINE TAYLOR, M. D., F. R. S., Fellow of the Royal College of Physicians; Hon. M. D. Univ. St. Andrews; Member of the Royal College of Surgeons, and Professor of Medical Jurisprudence and Chemistry in Guy's Hospital. Fifth American, from the seventh and revised London edition. Edited, with additions, by EDWARD HARTSHORN, M. D., one of the Surgeons to the Pennsylvania Hospital. Philadelphia: BLANCHARD & LEA, 1861. 8vo., pp. 714.

Medical works rarely come under our criticism; yet we very much doubt whether merchants and scientific physicians would not both alike be benefited by a more extensive acquaintance with the scientific researches of each other. However this may be in general, there can be no question that an extensive acquaintance with the subject-matter of TAYLOR'S *Medical Jurisprudence* would be of immense advantage to the mercantile community. Few books have better proven their utility than the one under consideration. "The sixth and seventh editions of this work having been published in London since the issue of the last American edition, have enabled the (American) author to bestow on it two careful revisions. The well-known ability and industry of Dr. TAYLOR are sufficient guarantee that he has made full use of these opportunities to introduce in them the latest results of legal and scientific investigations." Whatever the safeguards of judicial enactments, almost daily occurrences make us painfully aware of the necessity of more extended information on the means of detecting criminal causes of disease and death. In the work before us, scientific medicine is disentangled from the web with which worldly caprice, credulity and empiricism are ever seeking to invest it, and lucidly applied to the construction, elucidation and administration of the laws for the protection of human society and life. To this end, *poisons, wounds, infanticide, criminal abortions, concealment of birth, legitimacy, paternity, &c., &c., drowning, hanging, strangulation, lightning, cold, starvation*, and finally *insanity*, are all clearly treated in their medico-legal bearings, with an ability which commends the book to all persons who desire information on the subjects treated of. *Suicidal mania*, and the bearings of suicide on life insurance, are especially worthy of the attention of life insurance companies and their patrons. The "getting up" of the book is worthy of the matter—handsome and well printed, with a full table of contents and a copious index.

Messrs. ROBERT CARTER & BROS., No. 530 Broadway, have issued quite a number of interesting volumes for young readers. Among these are—1. *English Yeomen*, a highly entertaining volume. 2. *Pride and his Prisoners*. By the authoress of "*Claremont Tales*;" with numerous engravings. 3. HARRY DANGERFIELD, *the Poacher*. By the same authoress. 4. *The Chief's Daughter; or, Day-break in Britain*. By the same authoress.

Messrs. CARLTON & PORTER, 200 Mulberry-street, have issued the following interesting volumes, in sets, with copious illustrations, neatly bound and put up in paper cases, of eight or ten volumes:

1st set. *Auntie Ray's Little Library*. Containing ten volumes. Archie's Fourth of July; Lottie and Jennie; The Fish-hooks; Grace, and her Money-Box; Old Granny Tift; Eva and the Fairy Tale; Lucy and Bell; Bessie and her Lamb; Winnie and his Pets; Frank and Joey.

2. *Aunt Alice's Library*. Containing ten volumes. "Lion" and the Lamb; Miss Alice's Story; Little Frisky; Getting Rich; Hard things are good for folks; My Little Sister; Stick to it; Arthur's visit to Grandpa's; What made little Mollie so happy; The Little Prayer.

3. *Cousin Anna's Library*. Containing eight pocket volumes. Tom, the Oyster Boy; Willie and Clara; Freddy's fifth Birthday; Two boys side by side; My first Sunday School; Sunday Evening Readings; Coney and Andy; Harry Perry.

4. *Meadowside Stories*. Beautifully illustrated; eight volumes. Meadowside; Sally Grafton; The Book; Faithful Lina; Katie and her Mother; Victor; Good Daughters; Anton, the Peasant Boy.

Coffee and Sugar Monthly Circular. By H. E. MORING, New-York. Mr. MORING has, for some years, published a monthly circular for private circulation, showing the imports, stock and distribution of Coffee and Sugar in Europe and the United States. He has now commenced the work in a more permanent form, to be issued on the fourth day of each month, at a moderate annual subscription. We extract some of the tables for our present No., pp. 44—47. Those merchants who are interested in these articles should order the monthly circular direct from Mr. MORING.

Steel Plate Engravings.—J. C. BUTTRE, 48 Franklin-street, New-York, has published the following thirty Portraits, beautifully engraved on steel, and printed on plate paper, 10 x 12 inches: *Army Portraits*. Lieut. Gen. WINFIELD SCOTT; Maj. Gen. Geo. B. McCLELLAN; Maj. Gen. N. P. BANKS; Maj. Gen. JOHN E. WOOL; Maj. Gen. J. C. FREMONT; Brig. Gen. F. SIEGEL; Col. E. E. ELLSWORTH; Maj. Gen. B. F. BUTLER; Maj. Gen. JOHN A. DIX; Brig. Gen. NATH. LYON; Brig. Gen. ROBERT ANDERSON; GOVERNOR SPRAGUE, of Rhode Island; SIMON CAMERON, Secretary of War; Brig. Gen. W. S. ROSECRANS; Brig. Gen. J. K. F. MANSFIELD; Brig. Gen. IRWIN McDOWELL; Brig. Gen. AMBROSE E. BURNSIDE; Maj. Gen. LOUIS BLENKER; Brig. Gen. S. P. HEINTZELMAN; Brig. Gen. LANDER; Col. JAMES A. MULLIGAN; Col. MICHAEL CORCORAN; Col. RUSH C. HAWKINS; Col. THOMAS FRANCIS MEAGHER; Col. HENRY WILSON, of Massachusetts; Major SLEMMER; Maj. Gen. DAVID HUNTER; Brig. Gen. MCCALL; Col. E. D. BAKER; Maj. Gen. HENRY W. HALLECK.

Newspaper Statistics of Great Britain.—From the "Newspaper Press Directory for 1861" we extract the following on the present position of the newspaper press: There are now published in the United Kingdom 1,102 newspapers, distributed as follows: England, 791; Wales, 28; Scotland, 138; Ireland, 132; British Isles, 13. Of these, there are—39 daily papers published in England, 8 in Scotland, 12 in Ireland, and 2 in the British Isles. On reference to preceding editions of this useful Directory, we find the following interesting facts, viz.: that in 1821 there were published in the United Kingdom 267 journals; in 1831, 295; in 1841, 472; and in 1851, 563; but in 1861 there are now established and circulated 1,102 papers, showing that an extraordinary impulse has been given to every description of newspaper enterprise. The magazines now in course of publication, including the quarterly reviews, number 481, of which no less than 207 are of a decidedly religious character. Among these, the Church of England has its special organs; and the Wesleyans, Primitive Methodists, Baptists, Independents and other Christian communities, are fully represented in this branch of literature.—*Lit. Gazette*.

The rapid rise of the newspaper press of Paris will be best appreciated if we tabularize the number of stamps issued, as has been already done for the British newspapers:

Years.	No. of Stamps.	Years.	No. of Stamps.
1828,.....	28,000,000	1844,.....	62,000,000
1836,.....	42,000,000	1845,.....	65,000,000
1843,.....	61,000,000	1846,.....	79,000,000

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