

COMMERCIAL REGULATIONS.

I. DECISIONS OF THE TREASURY:—CANARY SEED.—WINDOW GLASS.—INDIA RUBBER IN STRIPS. HUMAN HAIR.—TYRIAN DYE.—CAUSTIC SODA.—TANNED CALF-SKINS.—YARNS OF THE TOW OF FLAX.—TARE ON SEGARS.—SWEDISH IRON. II. OATH OF ALLEGIANCE. III. REPUDIATION IN TENNESSEE. IV. COTTON IN NEW-ORLEANS.

CANARY SEED.

Treasury Department, July 6, 1861.

Sir,—I have had under consideration the report of your predecessor in office, on the appeal of Messrs. ISAAC JEANES & Co. from his decision assessing duties at the rate of 10 per cent., under section 24 of the tariff act of March 2, 1861, on "Canary seed" as a non-enumerated article—the appellants claiming entry thereof free of duty under the provision, in section 23 of said tariff, for "garden seeds, and all other seeds for agricultural, horticultural, medicinal or manufacturing purposes, not otherwise provided for."

Canary seeds are not specially provided for by name in any provision of the tariff act of 1861, nor are they used, it is understood, for "agricultural, horticultural, medicinal or manufacturing purposes," but as food for birds.

The classification of seeds in the tariff of 1861 is the same as in the tariff of 1857, and it was decided by one of my predecessors that, under that act, they were to be regarded as "unenumerated," and, as such, liable to the duty therein provided for non-enumerated articles.

I perceive no just reason for changing that decision; and the assessment of duty at the rate of 10 per cent. is affirmed.

I am, very respectfully,

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

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

POLISHED WINDOW GLASS.

Treasury Department, July 6, 1861.

Sir,—I have had under consideration your report on the appeal of Messrs. SEMON, BACHE & Co. from your assessment of duty at the rate of $2\frac{1}{2}$ cents per square foot, under section 17 of the tariff act of March 2, 1861, on "Polished window glass, exceeding 10×15 and not exceeding 16×24 inches"—the appellants claiming the right to enter the article in question at the rate of $1\frac{1}{2}$ cent per square foot under the provision in the same section for "rough plate, cylinder or broad window glass," of the same dimensions.

The decision of this question depends upon the fact whether the glass in question is "rough" or "polished." Presuming the article to be "polished window glass," as represented by the official experts who examined it, and not "rough," as claimed by the parties, I am of the

opinion that the duty in this case was properly assessed; and your decision is therefore affirmed.

I am, very respectfully,

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

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

INDIA RUBBER IN STRIPS, UNMANUFACTURED.

Treasury Department, July 8, 1861.

Sir,—I am in receipt of your reports on the appeal of WM. H. HUSSEY, Esq., from your decision subjecting to duty, at the rate of 10 per cent., under section 24 of the tariff act of March 2, 1861, "India rubber in strips, unmanufactured," as a non-enumerated article, the appellant claiming entry thereof free of duty under the provision in section 23 of said tariff for "India rubber, in bottles, slabs or sheets, unmanufactured."

In accordance with the evident intention of Congress to admit "India rubber, unmanufactured," free of duty, I am of the opinion that India rubber, in strips, unmanufactured, may properly be regarded as coming within the scope of the provisions in the 23d section of the tariff of 1861, of "India rubber, in bottles, slabs or sheets, unmanufactured," and that it is entitled to entry free of duty.

I am, very respectfully,

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

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

HUMAN HAIR.

Treasury Department, July 8, 1861.

Sir,—I have had under consideration your report on the appeal of A. LAFORE, Esq., of Philadelphia, from your assessment of duty at the rate of 30 per cent., under section 22 of the tariff act of 1861, on "Human hair" imported by him. The appellant claims entry of the article in question at the rate of 10 per cent., under the provision made for "Hair of all kinds, cleaned, but unmanufactured, not otherwise provided for," in section 19 of said tariff.

The decision of this question depends upon the fact whether the hair in this case is cleansed or prepared for use. From an inspection of the sample, and the opinion of official experts by whom the article has been examined, I am satisfied that it should be subjected to a duty of 30 per cent. under the provision, in section 22 of the tariff of 1861, of "Human hair cleansed or prepared for use."

I am, very respectfully,

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

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

TYRIAN DYE.

Treasury Department, July 8, 1861.

Sir,—I have had under consideration your report on the appeal of JOHN SCHUMACHER, Esq., from your decision subjecting to duty, at the

rate of 20 per cent., under section 24 of the tariff act of March, 2, 1861, "Tyrian dye," as a "non-enumerated article, manufactured in whole or in part." The appellant claims entry of the article in question under the 20th section of the act of 1842, as bearing similarity in nature and the use it is put to, to "Articles in a *crude* state, used in dyeing or tanning, not otherwise provided for," made free by the tariff act of 1861.

It seems to be conceded, in this case, that the article in question is a manufacture, and that it is not enumerated in the tariff act of 1861. It will, therefore, fall within the provision made for manufactures not enumerated or provided for in the 24th section of the act of 1861, and be liable to duty at the rate of 20 per cent. *ad valorem*.

The application to this case of the 20th section of the tariff act of 1842, suggested by the importer, cannot be allowed. That section has exclusive reference to the classification of unenumerated articles subject to duty, but it cannot transfer a dutiable article to the free list.

I am, very respectfully,

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

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

CAUSTIC SODA.

Treasury Department, July 8, 1861.

Sir,—I have had under consideration your report on the appeal of Messrs. WILSON & BROWN, from your assessment of duty at the rate of 20 per cent., under section 24 of the tariff act of March 2, 1861, on "Caustic soda," as a "manufactured article non-enumerated"—the appellant claiming entry of the article in question free of duty, by operation of the 20th section of the tariff act of 1842, as most resembling in material, quality and uses to which it is applied "soda ash," which is free under the tariff act of March 2, 1861.

Caustic soda is not enumerated in the tariff of 1861, and, being a manufacture, it falls within the provision made for manufactures, unenumerated or unprovided for, in the 24th section of the act of 1861, and is chargeable with a duty of 20 per centum *ad valorem*. The 20th section of the act of 1842 has no application to this case. That provision only refers to the classification of unenumerated articles subject to duty, but it cannot transfer a dutiable article to the free list.

I am, very respectfully,

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

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

TANNED CALF-SKINS.

Treasury Department, July 10, 1861.

Sir,—The appeal of S. MENDELSON, Esq., from your assessment of duty at the rate of 25 per cent., under the provision made for leather, in section 20 of the tariff of March 2, 1861, on "Tanned calf-skins," has been duly considered. The appellant claims entry of said article under the same provision, viz.: "Leather, *upper*, of all kinds, except tanned calf-skin, which shall pay 25 per cent. *ad valorem*," as "upper leather," and, as such, liable to duty at the rate of 20 per cent. The article in

question appears, from the report of the appraisers at your port, to be "tanned calf-skins." Assuming the correctness of that description, I am of the opinion that the duty was properly levied by you at the rate of 25 per cent. The provision in the 20th section of the act of 1861, on which the importer relies, imposes, it will be seen, in terms, the duty assessed by you.

I am, very respectfully,

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

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

YARNS OF THE TOW OF FLAX.

Treasury Department, July 10, 1861.

Sir,—I have had under consideration your report on the appeal of Messrs. HADDEN & Co., from your decision subjecting to duty, at the rate of 30 per cent., under the tariff act of March 2, 1861, "Yarns of tow of flax," as a manufacture of flax not otherwise provided for. The appellants claim entry of the article in question at the rate of 20 per cent., under section 24 of said tariff, as "an unenumerated article."

That the duty was properly assessed by you, at the rate of 30 per cent., I have no doubt. If they are to be regarded as "manufactures of flax," they would come within the provision in section 14 of the act of 1861, for "all other manufactures of flax, or which flax shall be the component material of chief value, and not otherwise provided for." If, however, as claimed by the importer, they are to be regarded as unenumerated because no provision is made, in terms, for the "manufactures of the tow of flax," they would still be liable to duty at the rate of 30 per cent., by operation of the provisions of the 20th section of the tariff act of 1842—"manufactures of flax" being the articles they most resemble in one or more of the particulars enumerated in that section.

I am, very respectfully,

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

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

TARE ON SEGARS.

Treasury Department, July 9, 1861.

Sir,—Your report on the application of Messrs. J. M. & D. WILLIAMS, to be allowed actual tare on certain segars in boxes, imported and entered by them at your port, is received.

The tare on segars in boxes is distinctly specified in the 58th section of the general collection act of the 2d March, 1799, and the rate therein prescribed appears to have been allowed in this case, viz.: 18 per cent. If the actual tare, as is alleged, differs materially from the rates prescribed in that section, the remedy is to be found in the provision which authorizes the officers of the customs, if they see fit, with the consent of the importer or consignee, to estimate the tares according to the rates specified in the invoice.

I am, very respectfully,

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

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

SWEDISH IRON--TRANSHIPPED.

Treasury Department, August 19, 1861.

Sir,—Messrs. NAYLOR & Co., of your port, have made inquiry as to whether Swedish iron, shipped by way of London, Hamburg or Bremen, and from thence re-shipped to the United States by either Bremen, Hamburg or American vessels, will be subject to the discriminating duty of ten per centum provided for by the 3d section of the act of August 5, 1861.

Swedish iron, so imported, will not, in my opinion, be liable to the discriminating duty in question.

I am, very respectfully,

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

HIRAM BARNEY, Esq., *Collector of Customs, New-York.*

VESSELS FROM SOUTHERN PORTS.

Ninety-five vessels entering this port from the ports of the seceded States, without the proper clearances, have, in the last few months, been fined \$100 each, under the act of February 18, 1793, regulating the coasting trade. The fines have been paid, and the masters and owners have entered protest and applied for redress under the remitting act of March 3, 1797. In consideration of the fact that the ports from which these vessels sailed were in possession of persons in insurrection against the United States, an order has been issued by the Secretary of the Treasury instructing the Collector at this port to release the amount of fines paid in every case where it is proved that the masters and owners attempted to obtain proper clearances. Merchandise forfeited by the same parties is to be returned on payment of duties. The fines of seventy-five vessels have been refunded since June 1. Henceforth, where the violation of the revenue laws arises from the obstruction of their due execution in southern ports, the Collector at this port is instructed by the Secretary of the Treasury, before taking any serious action in the matter, to allow the parties interested to lodge a statement with him setting forth all the facts and circumstances relating to the case, which statement will be transmitted to the Treasury Department, together with the Collector's report and views of the particular case for consideration. While awaiting the decision of the department, *no fine or penalty will be imposed, nor any deposit in lieu thereof will be received.* The collector will not place any restriction upon the vessel or merchandise, but will permit the entry to be made in the regular way.

AN ACT

REQUIRING AN OATH OF ALLEGIANCE, AND TO SUPPORT THE CONSTITUTION OF THE UNITED STATES, TO BE ADMINISTERED TO CERTAIN PERSONS IN THE CIVIL SERVICE OF THE UNITED STATES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the heads of the several departments to cause to be administered to each and every officer, clerk or employee, now in their respective departments, or in any way connected therewith, the following oath, viz.: "I do

solemnly swear (or affirm, as the case may be) that I will support, protect and defend the Constitution and government of the United States against all enemies, whether domestic or foreign, and that I will bear true faith, allegiance and loyalty to the same, any ordinance, resolution or law of any State convention or legislature to the contrary notwithstanding; and, further, that I do this with a full determination, pledge and purpose, without any mental reservation or evasion whatsoever; and, further, that I will well and faithfully perform all the duties which may be required of me by law. So help me God!" And that each and every such civil officer and employee in the departments aforesaid, or in any way connected therewith, in the service or employment of the United States, who shall refuse to take the oath or affirmation herein provided, shall be immediately dismissed and discharged from such service or employment.

SEC. 2. *And be it further enacted*, That the oath or affirmation herein provided for in the first section of this act may be taken before any justice of the peace or notary public, or other person who is legally authorized to administer an oath in the State or District where the same may be administered. And that any violation of such oath by any person or persons taking the same shall subject the offender to all the pains and penalties of wilful and corrupt perjury, who shall be liable to be indicted and prosecuted to conviction for any such offence, before any court having competent jurisdiction thereof. *And provided further*, That such offender shall be forthwith discharged from such service or employment.

Approved August 6, 1861.

REPUDIATION IN TENNESSEE.

The State of Tennessee having passed a law discriminating between creditors outside and inside of the Confederate States, the State Comptroller has issued the following notice :

COMPTROLLER'S OFFICE, *Nashville, Tenn., July 3, 1861.*

By virtue of an act of the legislature, passed the 1st inst., I hereby give notice that the interest upon all State bonds, or bonds upon which the State may be liable, will be paid at this place; provided, that said bonds are not owned now, or were not owned on or subsequently to the 15th of April, 1861, by citizens or corporations of the non-slaveholding States of the United States of America. Satisfactory proof of ownership, on and after the 15th of April, will be required by the affidavit of the holder, and other proof where the party is not personally well known, taken before a notary public, or other persons authorized to administer an oath in the county where taken. Citizens and corporations of friendly foreign powers will be paid in sterling or other exchange.

J. T. DUNLAP, *Comptroller.*

COTTON IN NEW-ORLEANS.

We have before us a New-Orleans circular, covering the recommendation of the cotton factors of that port to withhold cotton from market. It is as follows :

The undersigned, cotton factors in the city of New-Orleans, in view of the interests of all parties, recommend to their various customers and correspondents not to ship any portion of their crops of cotton to this city, or to remove it from their plantations, until the blockade is fully and entirely abandoned, of which due notice will be given. [Signed by 135 names and firm names.]

OFFICE OF BOARD OF UNDERWRITERS, *New-Orleans, July 23, 1861.*

At a meeting of the board, held to-day, the following resolution was adopted and ordered to be published :

Resolved, That no river insurance on cotton bound to this port, nor fire insurance on cotton in the city of New-Orleans, be taken until the blockade of the port is raised and its free navigation resumed. Cotton on plantations may be insured to the extent of three-fourths its value, provided it is stored in lots of not exceeding one hundred and fifty bales, and the lots at least three hundred feet apart.

JAMES H. WHEELER, *Secretary.*

The circular, which is signed W. Cox & Co., thus urges the necessity of the course required by the above documents :

"It is clear that, so long as the port continues blockaded, *no cotton can be sold*, and it would be bad policy to permit an accumulation in our warehouses. The enemy would be invited to attack a city whose successful investment would place in his hands a sufficiency of cotton * * * *to relieve him from the complications of the blockade.*

"Our cotton warehouses are crowded together in certain portions of the city, and *a single spark might kindle a conflagration unprecedented in the history of this country*, bringing ruin upon planter and factor, and disaster upon the Confederacy."

THE COOLIE SLAVE TRADE.

We are informed, that by a new law now enforced in Cuba, all coolie laborers, at the expiration of the seven years' apprenticeship for which they were imported, are required to choose between an immediate return to their native country or become "apprentices for life." It is likely to happen that in many cases these unfortunate creatures are unable to pay their passage-money, or that they fail to get seasonable information in regard to the termination of their stipulated term of service ; in either case they are consigned to perpetual servitude. The effect of this is simply to transfer the slave trade from the coast of Africa to China and India, for few adventurers are likely to run the hazard of capture with a cargo of Africans on board, when they can obtain coolies with impunity, and perhaps get about as well paid for their trouble. It is, probably, a fact, that at present a smaller number of slavers are afloat than at any time for many years past, (chiefly owing to the depreciation in sugars and consequent falling off in the demand for labor,) while the coolie traffic is engaging increased attention. Negroes are more valuable than any other class as field hands, and consequently bring a larger price ; but coolies do quite as well for general service.—*Journal of Commerce.*

CHAMBERS OF COMMERCE AND BOARDS OF TRADE.

CHAMBER OF COMMERCE OF NEW-YORK.

THE regular monthly meeting of the Chamber was held Thursday, September 5th, PELATIAH PERIT, Esq., President, in the chair. About twenty members present.

The following were elected members: Messrs. BENJAMIN G. ARNOLD, No. 125 Front-street; FREDERICK STURGES, No. 125 Front-street, and JOSEPH WILLETS, No. 113 Water-street.

On motion of Mr. GEORGE OPDYKE, Dr. FRANCIS LIEBER, LL. D., Professor of History and Political Science in Columbia College, was elected an honorary member.

Mr. GEORGE W. BLUNT moved that a special meeting of the Chamber be held on Monday, September 9th, at one o'clock, to elect three members of the Board of Pilot Commissioners for two years, as provided by the Revised Statutes, Vol. II., p. 429, viz :

"There shall be, in the city of New-York, a board, entitled 'The Board of Commissioners of Pilots,' consisting of five persons, to be elected as soon as convenient after the passage of this act, and to hold their offices respectively for two years from the time of their election, and until others shall be elected.

"Three of such commissioners shall be elected by the members of the Chamber of Commerce of the city of New-York, at a meeting to be called for the purpose, to be specified in the notice for the meeting; and the certificate of the secretary of that body, or other officer regularly performing his duties for the time being, shall be *prima facie* evidence of such election."

Mr. GEORGE OPDYKE said that, with the concurrence of the President and several members of the Chamber, he had prepared a few resolutions upon the subject of the war and condition of the country, which he would read :

Whereas, The progress of the war for the defence of the Union and Constitution has given evidence of a degree of strength and energy on the part of those who are madly striving to destroy them, which can be only subdued by the marshalling of an overwhelming force; and whereas, it is evident that to this end all the resources, both in men and means, in the loyal States will be needed if we would avoid a protracted struggle and secure the blessings of an early, honorable and enduring peace; and whereas, humanity and interest alike demand the speedy attainment of this end, therefore,

Resolved, That this Chamber, in view of the unexpected magnitude of the contest, deems it a duty to renew its pledge to the government of earnest sympathy and support.

Resolved, That the members of the Chamber, having entire confidence in the integrity and ability of the head of the Treasury Department, will exert their best efforts, individually and collectively, and in their connections with moneyed institutions, to strengthen the financial resources and credit of government.

Resolved, That this Chamber pledges to the government its unfaltering support in a vigorous prosecution of the war until every rebel has laid down his arms and every State returned to its allegiance. The contest, it believes, admits of no other termination, since any other basis of peace would dishonor the nation and prove to the world that our cherished form of popular government is a failure.

Resolved, That all the aid afforded to the enemy, either by supplying means of

prosecuting the war or by openly advocating their cause, is treasonable, and should be promptly punished with the utmost rigor of the law and by the stern rebuke of public opinion.

Resolved, That the decisive course recently adopted by the government and its commanding officers affords gratifying proof that the future of this contest is not to be controlled by the quixotic idea of prosecuting war in the spirit of peace, but that the guilty conspirators will be made to feel, both in their persons and their property, all the rigors that the usages of civilized warfare will justify.

Mr. OPDYKE said he had but a few words to say in support of the resolutions. It seemed to him that, in view of the exhibition of power on the part of the rebels, beyond any thing we had any reason to apprehend, calling for united and vigorous efforts on the part of the North to oppose them, the Chamber ought again to renew its pledges of support to and confidence in the government. It was well known that until a very recent period this contest, on behalf of the United States government, had been conducted with a great deal of mildness and leniency; so much so as, in the opinion of many, to retard our progress, weaken our strength and prolong the struggle. Recently, however, we had evidence that that policy was changed; and it seemed to him proper that the Chamber should express its hearty concurrence in that change.

Gen. P. M. WETMORE said the whole subject had been so recently exhausted in the eloquent argument presented by the Hon. Mr. HOLT, of Kentucky, that any advocacy of the resolutions just presented would be unnecessary. But he took the opportunity to remind the Chamber that on that floor, on the 19th of April, was first put forth to the country the tone which loyal men were expected to take upon this question. The key-note was struck here which, in a few days, was followed by the grand Union demonstration in Union Square. From this Chamber rang forth the trumpet-peal of patriotism which was heard to-day, and which would be heard to all time; and he rejoiced, as one of the merchants of New-York about to go off the stage, that the merchants, in their collective capacity, representing in this Chamber all the interests and duties and principles of commerce, had set forth the doctrine that loyalty was to prevail in this contest, and that the war was to be fought out to the end, preserving the rights, and duties, and interests, and laws of the Union under which we had lived for three-quarters of a century. He would also remind them that on that same day a group of capitalists assembled in a corner of the Chamber and took measures to subscribe ten millions to government, as evidence of the sincerity with which they supported the resolutions passed. The records handed down from the time of the revolution presented no page more honorable to the character of New-York merchants than the proceedings of the 19th of April; and he felt more than ever proud that he belonged to this commercial community. Commerce had always been true and loyal in our country, as New-York had shown when sending forth four loyal men to declare the principles of liberty in the first Congress held after the prostration of the Colonial government; and God grant that commerce, and the men who administered its duties and enjoyed its privileges might always be true to the country as had been the merchants of New-York in this great emergency which had come upon us.

WILLIAM K. STRONG cordially concurred in seconding the resolutions, and desired to add a few words from his own observation and inspection during the last two weeks at the seat of government, where he had been taking great interest in the movement of that gigantic machine, which

was now conducting the war that had been imposed upon us by rebellion unexampled in the history of the world. It afforded him pleasure, going there, as he had, with his ears filled by rumors prejudicial to the unity, to the power, stability and success of the government in this mighty war, that he was enabled, after an observation of ten or twelve days, to bear his attestation to the labors of the President and every member of his cabinet. Mr. S. spoke of the unwearied activity displayed by the Executive, the Secretaries, General SCOTT and General McCLELLAN. He had returned from Europe, where he had intended to spend two years in travelling through the countries of the Old World and examining their institutions. Comparing them with our own benignant government, he was more than ever thankful that he was an American citizen. He would not disparage the intelligence and power of England, but she had not our freedom; he would not underrate the civilization of France, but citadels and police surveillance at every step was not what one accustomed to the freedom of this land could tolerate. He had left his family behind and come to contribute all he had of life and fortune to the preservation of this government; and in that spirit he heartily endorsed the resolutions. Speaking of our position as a commercial nation, Mr. S. said, that the war now going on here suspended one-third of the business of the entire world. Go to any of the commercial or manufacturing towns in England and France, and inquire "How is business?" "Very bad." "What is the difficulty?" "Oh! the war in America." "How much is your business reduced?" "Nearly one-half." The question was agitated as to how England and France would treat us. He would answer from his own observation, that England and France would study to preserve a neutrality as perfect as could be maintained.

The resolutions passed unanimously.

The following resolutions, moved by the Hon. F. A. CONKLING, were adopted:

Resolved, That the interests of commerce, which is the vital essence of every system of public credit, as well as the protection of the national territory, demand the most active measures on the part of the government for the defence of the harbors on the Atlantic coast.

Resolved, That the defences of the harbor of New-York, in their present unfinished condition, are deemed by competent engineers insufficient to the protection of this port, and that we earnestly invoke the attention of the public authorities to the necessity of perfecting a system of fortifications adequate to the security of the vast interests involved.

Mr. BLUNT mentioned that when the committee was in Washington, Gen. TOTTEN stated that Congress had provided means; that he had plenty of guns and carriages, and only waited for the forts to be finished.

Mr. CONKLING stated that by the act for additional appropriations, passed July, 1861, there was given

For Fort Richmond, Staten Island,.....	\$ 10,000
For the fort on the site of Fort Tompkins,.....	50,000
For fort at Willett's Point,.....	100,000
For fort at Sandy Hook,.....	100,000

Gen. TOTTEN had stated the appropriations were sufficient.

On motion, Commodore SILAS H. STRINGHAM, United States Navy, was elected an honorary member of the Chamber.

On motion of Mr. DENNING DUER, it was

Resolved, That the thanks of this Chamber be tendered to the Hon. JOSEPH HOLT, of Kentucky, for his eloquent, powerful and patriotic address, delivered at Irving Hall, on Tuesday evening last.

Resolved, That he be requested to furnish the Chamber a copy, for publication and distribution, and that the Executive Committee be authorized to carry this resolution into effect.

On motion of Captain C. H. MARSHALL, the following resolution was unanimously adopted:

Resolved, As the sense of this Chamber, that the acknowledgments of every loyal citizen are due to the authorities who designed, and to the naval and military officers who executed, the recent operations on the southern coast of the United States; and that Commodore SILAS H. STRINGHAM, of the navy, and Major-General BUTLER, of the army, and the officers and men who served under them, have entitled themselves to the highest distinction for their skill and gallant bearing in accomplishing so important a result with so little sacrifice of human life.

The following gentlemen were nominated this day for membership at the next monthly meeting:

Nominated by

JOHN JACOB ASTOR, Jr.,	85 Prince-street,	PROSPER M. WETMORE.
JONATHAN H. RANSOM,	39 Dey-street,	PROSPER M. WETMORE.
EDWARD MOTT ROBINSON,	88 Wall-street,	WILLIAM T. COLEMAN.
SELAH VAN DUZER,	N. Y. Exchange B'k,	PROSPER M. WETMORE.
EDWARD WILLETS,	363 Pearl-street,	FRANCIS S. LATHROP.

CHAMBER OF COMMERCE, CINCINNATI.

Annual Meeting of the Chamber of Commerce of Cincinnati, Tuesday, September 10.

The annual meeting of the Cincinnati Chamber of Commerce was held in the Merchants' Exchange Tuesday, September 10. The meeting was presided over by JOHN DUBOIS, Esq., Vice-President. The Superintendent's annual statement of the trade and commerce of the city was ordered to be printed for the use of the members. The financial report was presented, of which the following is a synopsis. The association is shown to be in a flourishing condition:

Balance in treasury, September 1, 1860,.....	\$4,287 78
Receipts during year,.....	7,840 81
Total,.....	\$12,128 59
Expenditures,.....	7,421 36

Balance in treasury, September 1, 1861,..... \$4,707 23

Sundry sums due to the Chamber increase the net assets of the Chamber, over all liabilities, to \$5,974 98. The hall of the Merchants' Exchange has been renovated and repaired, at an expense of \$590. Sixty-two new members were elected during the year. The membership now consists of 299 individuals and 234 firms. The officers elected for the ensuing year are as follows: President, JOSEPH C. BUTLER; Vice-Presidents, ISAAC A. OGBORNE, N. GOLDSMITH, J. D. MINOR, LEWIS FAGIN, S. W. SMITH and B. P. BAKER; Treasurer, GEORGE KECK; Secretary, JOHN A. GENO.

Mr. BUTLER, the successful candidate for President, being called upon, made a brief speech. He said he felt he owed his election more to a personal preference than to his qualification for the office, and that he felt himself honored in being elevated to a place which had been filled by so many older and much more distinguished merchants. In consequence of the peculiar existing circumstances, he might be permitted to say a word or two regarding the distracted state of our country. Whether this war be soon ended or be a long and tedious one, he felt well assured that the merchants of Cincinnati will always be found on the side of their country and constitutional law, and in opposition to rebellion and anarchy.

RAIL-ROAD, CANAL AND TELEGRAPH STATISTICS.

I. THE GALENA AND CHICAGO RAIL-ROAD COMPANY. II. WATERTOWN AND ROME RAIL-ROAD.
 III. FRENCH RAILWAYS. IV. THE GREAT NORTHERN RAILWAY OF FRANCE. V. ENGLISH RAIL-
 WAY DIVIDENDS. VI. BRITISH AND IRISH MAGNETIC TELEGRAPH. VII. THE ATLANTIC CABLE.
 VIII. TELEGRAPH TO SIBERIA. IX. RAIL-ROAD TELEGRAPH LINES.

GALENA AND CHICAGO RAIL-ROAD COMPANY.

Abstract of Balance-sheet, 1857—1861.

	1857.	1858.	1859.	1860.	1861.
Road, &c.,.....	\$ 8,879,804	\$ 9,335,727	\$ 9,339,390	\$ 9,354,514	\$ 9,352,481
Machinery,.....	168,731 ..	59,734 ..	50,302 ..	48,858 ..	43,413
Real estate,.....	23,138 ..	23,138 ..	22,706 ..	21,432 ..	20,334
Materials,.....	7,079 ..	476,683 ..	281,483 ..	213,097 ..	228,462
Bonds, &c.,.....	211,008 ..	318,098 ..	303,132 ..	313,243 ..	308,826
Miscellaneous,.....	459,319 ..	70,367 ..	110,192 ..	145,557 ..	150,867
Cash,.....	47,498 ..	82,975 ..	193,311 ..	249,780 ..	363,503
Total,.....	\$ 9,896,572	\$ 10,366,716	\$ 10,300,516	\$ 10,346,441	\$ 10,469,886
Capital,.....	\$ 6,013,100	\$ 6,023,800	\$ 6,026,400	\$ 6,027,700	\$ 6,028,300
3d dividend bonds, ..	600,000 ..	600,000 ..	600,000 ..	600,600 ..	600,000
1st mortgage bonds, ..	1,400,000 ..	1,400,000 ..	1,511,000 ..	1,393,000 ..	1,393,000
2d mortgage bonds, ..	906,000 ..	1,847,000 ..	1,738,000 ..	1,629,000 ..	1,520,000
Litchfield bonds, ...	52,015 ..	52,015 ..	52,015 ..	11,200 ..	11,200
Bills payable,.....	611,567 ..	49,716 ..	.....	3,837 ..	9,766
Scrip, &c.,.....	16,004 ..	8,339 ..	5,996 ..	4,702 ..	4,197
Dividend & coupon, ..	45,212 ..	8,088 ..	12,521 ..	11,726 ..	11,643
Sinking fund,.....	98,000 ..	152,000 ..	269,000 ..	378,000 ..	487,900
Surplus, &c.,.....	153,720 ..	82,975 ..	198,636 ..	250,687 ..	335,212
Sundries,.....	953 ..	141,783 ..	4,949 ..	36,589 ..	77,269
Total,.....	\$ 9,896,571	\$ 10,366,716	\$ 10,300,516	\$ 10,346,414	\$ 10,469,886

Statement of Cost, Earnings and Dividends from the opening of the Road.

Years.	Cost of Road.	Mileage.	Gross Earnings.	Net Earnings.	Amount of Dividends.	Per cent.
1849,....	\$ 433,429 ..	40.50 ..	\$ 48,520 ..	\$ 29,812 ..	\$ 23,383 ..	10½
1850,....	695,507 ..	42.50 ..	127,686 ..	78,782 ..	47,711 ..	15
1851,....	1,326,706 ..	84.50 ..	211,310 ..	123,948 ..	62,914 ..	15
1852,....	2,230,189 ..	92.50 ..	473,538 ..	286,162 ..	149,973 ..	20
1853,....	4,143,656 ..	187.50 ..	799,013 ..	439,814 ..	353,155 ..	16
1854,....	6,552,163 ..	211.50 ..	1,506,710 ..	820,193 ..	546,519 ..	17
1855,....	8,429,043 ..	249.50 ..	2,315,787 ..	1,252,042 ..	986,524 ..	22
1856,....	9,979,804 ..	249.50 ..	2,416,344 ..	1,120,851 ..	1,095,590 ..	20
1857,....	9,435,721 ..	259.50 ..	1,640,807 ..	719,555 ..	301,115 ..	5
1858,....	9,339,390 ..	259.50 ..	1,547,561 ..	620,328 ..	241,024 ..	4
1859,....	9,354,514 ..	259.50 ..	1,369,441 ..	546,420 ..	120,528 ..	2
1860,....	9,352,481 ..	261.25 ..	1,462,752 ..	652,261 ..	180,834 ..	3

WATERTOWN AND ROME RAIL-ROAD.

The Watertown and Rome Rail-Road Company (now under the new title of the Rome, Watertown and Ogdensburg Rail-Road Company) has

contracted with GEORGE B. PHELPS, of Watertown, to build the branch from the Forest House to Ogdensburg. This branch, so called, is nineteen miles long, and will form, in connection with the present line, railway communication from Rome to Ogdensburg, connecting at the former place with the New-York Central, and at the latter, by a ferry across the St. Lawrence, with the Grand Trunk and the Prescott and Altona Rail-Road. It is said that this will shorten the distance by rail, between Ogdensburg and Albany and New-York, thirty-seven miles.

FRENCH RAIL-ROADS.

The network of rail-roads in France measures at the present time 8,100 kilometres, (the kilometre being about 1,093 yards, the aggregate length may be set down at 5,030 miles,) over which travel 6,000 cars; are able to convey at the same time 150,000 travellers; and 42,000 baggage cars are capable of containing 336,000 tons of merchandise, or the cargo of seventy ships of the line. The motive power applied to these roads comprises 2,700 locomotives, of 800,000 horse-power, weighing, with their tenders, 122,000 tons, and cost 189,000,000 francs, about \$37,000,000. Their total annual travel is about 43,000,000 kilometres, of 1,093 yards each. The consumption of fuel, corresponding to that travel, equals about 336,000 cubic metres, and that of the water reduced to steam, 3,500,000,000 of litres. (The litre equal to 11½ gallons.)

The Great Northern Railway of France is 967 kilometres (about 600 miles) in length; owns 456 locomotives and 10,783 cars of all kinds. In 1860 it carried 7,745,000 passengers and 3,890,000 tons of freight. Its receipts were, the same year, 60,607,000 francs, (about \$12,000,000.) The following table, showing its receipts from 1851 to 1860 inclusive, shows the wonderfully productive capacity of the railway for developing business:

YEAR.	Passengers.		Tons merchandise.		Receipts.
1851,.....	3,098,000	....	584,000	....	\$ 5,020,000
1852,.....	4,259,000	....	799,000	....	5,720,000
1853,.....	4,741,000	....	1,177,000	....	6,640,000
1854,.....	5,071,000	....	1,622,000	....	7,700,000
1855,.....	5,550,000	....	2,050,000	....	9,580,000
1856,.....	5,554,000	....	2,152,000	....	9,460,000
1857,.....	6,166,000	....	2,578,000	....	10,060,000
1858,.....	6,648,000	....	3,158,000	....	10,840,000
1859,.....	7,356,000	....	3,486,000	....	11,340,000
1860,.....	7,775,000	....	3,890,000	....	12,120,000

In stating the receipts in dollars we have calculated five francs to the dollar—near enough for a rough statement. Up to 1854 this road was only 710 kilometres in length. Of the sixty millions francs received in 1860, about twenty-seven millions was received from what is denominated *fast trains*, viz., passenger, baggage, etc.; the balance from *slow trains*, or merchandise. The earnings per kilometre in 1860 were 62,675 francs, against 59,930 in 1859. Of the 3,890,000 tons of merchandise carried in 1860, full one-half was coal—coal carrying being the specialty of this road. The dividends paid in 1860 amounted to 13 per cent. Only one railway in France paid larger dividends; the Orleans having paid twenty per cent. The market value of the different French railways is about as

follows, calculating the par at 100 : Great Northern, 196 ; Orleans, 282 ; Paris and Lyons, 200 ; Strasburg, 117 ; Southern, 122 ; Eastern, 117 ; Bordeaux, 121. The other French securities also stand very high in the market : Bank of France, 290 ; Credit Foncier, about 250 ; Credit Mobilier, 146 ; Credit Industriel, 112.

ENGLISH RAILWAY DIVIDENDS.

The following table of the dividends declared in 1855, 1856, 1857, 1858, 1859 and 1860, together with the balances remaining over from the last half-year, (after payment of dividend,) we copy from the London *Money Market Review* for August, 1861 :

COMPANY.	RATE PER CENT. PER ANNUM OF DIVIDEND DECLARED.													
	1855.		1856.		1857.		1858.		1859.		1860.		Balance from last half year.	
	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d		
	yr.	yr.	yr.	yr.	yr.	yr.	yr.	yr.	yr.	yr.	yr.	yr.		
Bristol and Exeter,.....	4½	4½	4½	5	5	5	5	5	5½	6	6	5½	£2,991	
Caledonian,.....	8	2	1	3½	3½	5	8½	4	8½	5	4½	5½	10,566	
Eastern Counties,.....	2½	2½	1	2½	2½	8½	2½	8½	2½	8½	2½	2½	5,690	
Edinburgh and Glasgow,....	2	2	2	2½	8	8½	8	8½	8½	4	4	4½	2,259	
Glasgow and South Western, 3½	4	4	5	5	4½	4½	4½	5	5	5½	5½	5½	5,174	
Great Northern,.....	2½	6	8½	nil.	8-5	5 21-40	8½	6½	8½	7	4½	6½	966	
Great Southern and Western, 5	5	5	6	6	5	5	5	5	5	5	5	5	5,900	
Great Western,.....	2	2½	2½	8	1	2	nil.	2½	2	8½	8	8½	18,001	
Lancaster and Carlisle,.....	7	7½	7½	8	8	9	9	9	9	9½	9½	9½	....	
Lancashire and Yorkshire,....	4	4½	4½	5	5	4½	8½	4	4½	5	5½	6	22,003	
London and North Western, 4½	5½	5½	5	6	5	5	8½	4½	4½	5½	5	5½	27,561	
London and Brighton,.....	4 1-5	5 4-5	5	7	5	7	5	7	5	7	5	7	5,076	
London and South Western, 4½	5½	5½	5½	6½	4½	5½	4½	5½	4½	5½	4½	5½	1,792	
Manchester, Sheff. and Linc., nil.	½	½	½	1	1	1	nil.	nil.	2-5	1	1	1½	1,103	
Midland,.....	8½	8½	4	4½	4½	5	4½	5½	5½	6	6½	7	3,736	
North British,.....	nil.	nil.	2½	2½	2½	2½	2½	2½	8	8	8	8½	1,005	
North East.—"Berwick,"....	3½	4½	4	4½	5	5	4½	4½	4½	5½	5½	5½	4,246	
Do. "Leeds,".....	..	..	..	2	2½	2½	1½	2½	1½	2½	2½	8	1,748	
Do. "York,".....	2	8½	2½	8½	4	4	8	4	8½	4½	4½	5	2,836	
North London,.....	4	4	4½	5	4½	4½	5	5	5	5½	5	5½	560	
North Staffordshire,.....	nil.	4	8½	8½	4	4	2	2½	8	4	4	4	3,859	
Scottish Central,.....	5	5	5	5½	8½	5½	5½	5½	5	5½	5½	5½	15,956	
South Eastern,.....	2 17-90	4 8-4	8 8-4	5	8	4½	8	5	4	6	4½	6	2,055	
South Wales,.....	8	8	8½	4	8½	8½	2½	2½	2½	2½	2	8	2,410	

BRITISH AND IRISH MAGNETIC TELEGRAPH.

The report of the directors stated that the gross income of the year 1860 amounted to nearly £90,000, against £74,000 in 1859, £73,000 in 1858, and £71,200 in 1857, the year when the two companies were amalgamated. This large increase was not derived from any one particular source, but partly from the extensions of 1859, and from a general growing use of the telegraph by the public. The net increase, compared with 1859, amounted to £6,600, and after paying the 7 per cent. preference dividend, the interest on the debentures, and a dividend at the rate of 5 per cent. per annum for the last half-year on the ordinary stock, there remained £2,000. The balance-sheet showed that £756,623 had been expended on capital account.

TELEGRAPHIC COMMUNICATION WITH SIBERIA.

The *St. Petersburg Gazette* publishes the following article:—"The plan for establishing a telegraphic line connecting Europe, through Siberia, with the Pacific Ocean has, during four years, had time to take shape and form, so that at the commencement of the present year the supreme sanction was given to the project for constructing a telegraphic line in the countries bordering on the Amoor and the Oussouri, from Nikolaiewsk by Khabarovka to the port of Novgorod, (1,900 versts,) the most important point of the possessions recently annexed to Russia on the sea of Japan. The establishment of this line is undertaken by the Ministry of Marine, at its cost and under its direction; and at the same time the superior direction of the means of communication (Board of Works) has commenced the construction of a line starting from Kasan in the direction of Siberia, which proposes opening, at the end of the present year, a telegraphic communication from Kasan to Omsk, (1,900 versts,) and to continue it afterwards to Irkutsk, a distance of 2,475 versts from Omsk. Thus, probably, within two or three years on the one side there will be a telegraphic communication between Europe and Asia to Irkutsk, and, on the other hand, our new colonies on the Amoor and Oussouri will be connected with each other and with our principal ports on the Japanese waters. Thus, of the extent of 10,000 versts which the Siberian telegraph will embrace, there only remains the central portion, that of Irkutsk by Kiakhta to Khabarovka, about 3,500 versts, where as yet nothing has been settled; but it is beyond a doubt that as soon as the works actually projected shall have been successfully completed, this intermediate line will be constructed; and thus within four or five years at the least the gigantic project of a telegraphic communication from Europe to the distant lands on the shores of the Pacific Ocean will be realized."

RAIL-ROAD TELEGRAPH LINES.

The use of the telegraph by rail-road companies has proved of vast advantage in many respects, of which the one most readily perceived by the public, is the decrease of liability to accidents by collision. There are several of the long lines of rail-road that have built telegraph lines exclusively for their own use. Besides the principal office, operators are stationed at short intermediate distances, say ten or twelve miles. Every operator reports direct to headquarters as each train passes his station, and the clicking needle at the main office is thus constantly employed. The manager at headquarters is thus repeatedly "posted" as to the progress of each train. He has almost, literally, the movements of the trains before his eyes. If a crevasse or a land slide occurs, or a bridge is burned or carried away, or any other accident occurs, he can immediately provide a remedy. This vigilance is indeed expensive, but it is true economy.

A captain, lately a rail-road conductor, was drilling a squad, and while marching them by flank, turned to speak to a friend for a moment. On looking again towards his squad, he saw they were in the act of "butting up" against a fence. In his hurry to halt them, he cried out—*Down brakes! down brakes!*

COMMERCIAL CHRONICLE AND REVIEW.

THE month of September is marked by a favorable change in the business affairs at and near New-York. The heavy outlay of government funds, amounting to millions of dollars, has given an impetus to manufactures in New-England and New-York. The advices as to the English and the Continental grain harvests are such as to sustain the active shipments from this port. There are buyers of fall goods in our market from the West, giving some little activity to foreign and domestic dry goods. The imports at this port during the last month are about one-third as large as for the corresponding month in either of the last two years, showing a decline almost if not entirely without precedent at this season of the year. The receipts of specie and bullion have been smaller than for any previous month of the current year. The withdrawals from warehouse are somewhat large in proportion to the imports, showing, together with the imports, \$11,500,000 for the month, and \$156,295,000 for the eight months ending 1st inst. We annex our usual summary of comparative imports for four years:

FOREIGN IMPORTS AT NEW-YORK IN AUGUST.

ENTERED.	1858.	1859.	1860.	1861.
For consumption...	\$15,067,782 ..	\$18,416,207 ..	\$19,564,875 ..	\$3,359,695
For warehousing...	2,146,021 ..	2,964,044 ..	4,182,764 ..	2,660,457
Free goods, ...	2,342,741 ..	2,920,921 ..	2,050,665 ..	1,816,224
Specie and bullion,	67,682 ..	348,419 ..	140,750 ..	1,049,552
Total entered...	\$19,624,176 ..	\$24,649,591 ..	\$25,938,854 ..	\$8,885,928
Withdrawn, ...	3,116,013 ..	3,296,084 ..	3,325,106 ..	2,614,652

The business for eight months has been as follows:

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

ENTERED.	1858.	1859.	1860.	1861.
For consumption...	\$65,401,911 ..	\$131,927,230 ..	\$118,270,269 ..	\$38,551,615
For warehousing...	17,381,440 ..	26,173,802 ..	29,560,141 ..	33,102,183
Free goods, ...	15,298,266 ..	21,350,052 ..	19,816,231 ..	22,074,189
Specie and bullion,	1,882,940 ..	1,649,501 ..	891,938 ..	33,955,718
Total entered...	\$99,914,557 ..	\$181,100,585 ..	\$168,538,579 ..	\$127,683,655
Withdrawn, ...	28,102,515 ..	17,406,868 ..	21,254,755 ..	28,611,202

The chief feature of the month, after the successful taking of the new loan by capitalists of interior towns, has been the enormous foreign export of corn, amounting to over two millions three hundred thousand bushels, valued at \$1,122,000. The export of flour has also been heavier than for any one month in the year, the aggregate export of wheat, flour and corn being, for the month, \$4,923,995, and for the cereal year ending 1st inst., \$48,476,691, viz.:

	MONTH OF AUGUST, 1861.		YEAR 1860-61.	
	Value.		Value.	
Flour, ...	297,243 bbls., ..	\$1,411,904 ..	2,728,012 bbls., ..	\$14,727,234
Wheat, ...	2,389,645 bush., ..	2,389,645 ..	23,859,147 bush., ..	28,059,226
Corn, ...	2,338,429 " ..	1,122,446 ..	9,268,729 " ..	5,690,231
		\$4,923,995		\$48,476,691

The total operations for each month of the past year are represented in the following tabular statement, the average prices being for those qualities usually embraced in our foreign export trade :

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

		FLOUR.		WHEAT.		CORN.			
		Average price.	Total value.	Average price.	Total value.	Average price.	Total value.		
Sept., 1860, ..	251,688	\$ 5 85	\$ 1,472,874	2,228,924	\$ 1 30	\$ 2,597,601	189,796	68 c.	\$ 128,014
Oct., " ..	270,692	5 75	1,557,629	2,600,226	1 22	3,172,275	260,098	66	171,665
Nov., " ..	228,678	5 70	1,808,465	2,472,162	1 28	3,164,867	599,581	70	419,672
Dec., " ..	187,565	5 25	984,716	2,027,145	1 15	2,381,217	851,870	66	511,122
Jan., 1861, ..	168,959	5 70	963,066	892,169	1 26	1,048,588	618,261	72	441,548
Feb., " ..	186,868	5 60	1,046,461	1,060,995	1 26	1,384,858	608,751	70	422,626
March, " ..	171,589	5 50	943,464	972,688	1 25	1,215,860	789,664	68	586,971
April, " ..	211,140	5 60	1,182,384	999,843	1 28	1,279,799	1,087,004	70	789,908
May, " ..	200,008	5 50	1,100,004	1,729,108	1 25	2,161,885	799,151	68	543,428
June, " ..	271,598	5 50	1,493,761	3,577,243	1 20	4,292,692	768,968	57	438,812
July, " ..	281,779	4 50	1,268,006	2,968,999	1 00	2,968,999	897,276	54	214,529
Aug., " ..	297,248	4 75	1,411,904	2,899,645	1 00	2,899,645	2,888,429	48	1,122,446
12 months, ..		2,728,012	\$ 14,727,284	28,856,147		\$ 28,259,226	9,268,729		\$ 5,690,281

If our computation is correct, the average value of flour exported, per barrel, has been, for the past year, about \$5 40; for wheat, per bushel, \$1 18; and for corn, 61 cents. The export from this port alone being in excess of forty-eight millions of dollars, and likewise in excess of the aggregate export of breadstuffs and provisions from the whole United States for either of the past two years, and largely in excess of breadstuffs export from the country for three years past. We recur to the summary published in our September number, page 268, showing the total export of breadstuffs and provisions from the United States, viz. :

	Export value of Breadstuffs.	Export value of Provisions.	Aggregate of Breadstuffs and Pro.
1857, ...	\$ 55,624,832	 \$ 19,043,020	 \$ 74,667,852
1858, ...	33,698,490	 16,984,795	 50,683,285
1859, ...	24,893,413	 13,412,578	 38,305,991
1860, ...	27,590,298	 17,681,552	 45,271,850

We now annex a tabular statement of provisions exported from this and other ports for 1861, compared with the year ending September 1, 1860 :

FOREIGN EXPORTS OF PROVISIONS FROM UNITED STATES PORTS, EIGHT MONTHS, 1860 AND 1861.

	Liverpool.	London.	Other English ports.	Other foreign ports.	Totals, 1861.	Totals, 1860.
Beef, ...	tierces, 17,583	13,153	2,362	395	33,443	57,916
"	bbles, 1,699	3,191	156	23,054	28,098	46,492
Pork, ...	tierces, 32	1,076	....	55	1,163	2,340
"	bbles, 7,811	6,499	1,083	86,238	101,631	92,459
Hams and bacon, ...	cwt., 312,707	83,528	26,261	33,302	455,798	193,080
Lard, ...	" 225,641	17,725	92,768	161,989	498,123	240,588
Butter, ...	" 57,994	4,594	12,550	31,519	106,657	85,483
Cheese, ...	" 144,436	8,106	11,981	12,916	177,439	138,823

The following table will show the aggregate value of the above shipments for the past two years. These figures are according to the average

market value at New-York, and differ materially from the Custom-House valuations in the treasury reports :

FOREIGN EXPORT OF PROVISIONS FROM UNITED STATES PORTS, EIGHT MONTHS, 1860-1861.

	Total, 1860.	Average price.	Aggregate value.	Total, 1861.	Average price.	Aggregate value.
Beef,.....tierces,	57,916	\$ 16 00	\$ 926,656	33,443	\$ 15 00	\$ 501,645
".....bbls.,	46,492	11 00	511,422	28,098	10 50	295,029
Pork,.....tierces,	2,340	21 00	49,140	1,163	18 00	20,934
".....bbls.,	92,459	15 00	1,386,885	101,631	13 00	132,120
Hams and bacon,..cwt.,	193,080	9 00	1,737,720	455,798	7 00	4,102,182
Lard,....."	240,588	12 00	2,887,056	498,123	10 00	4,981,230
Butter,....."	85,483	15 00	1,282,245	106,657	14 50	1,546,526
Cheese,....."	138,823	7 00	968,261	177,439	6 50	1,153,353
			\$ 9,749,885			\$ 12,733,019

The importation of dry goods for the month of August has been exceedingly slight, less than fifteen per cent. of the value for August, 1860. Adding the quantities withdrawn from warehouse, the aggregate placed on the market is only \$3,674,624, of which the following tabular statement conveys the details :

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

Entered for Consumption.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 4,312,916 ..	\$ 5,250,619 ..	\$ 5,295,056 ..	\$ 799,175
Cotton,.....	1,789,745 ..	2,154,979 ..	1,606,459 ..	155,850
Silk,.....	3,526,725 ..	4,864,855 ..	5,330,309 ..	633,241
Flax,.....	839,927 ..	997,540 ..	757,300 ..	116,234
Miscellaneous,.....	618,826 ..	932,431 ..	980,597 ..	155,399
Total,.....	\$ 11,083,139 ..	\$ 14,200,354 ..	\$ 13,969,712 ..	\$ 1,859,899

Withdrawn from Warehouse.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 911,951 ..	\$ 989,517 ..	\$ 677,418 ..	\$ 768,912
Cotton,.....	204,568 ..	188,089 ..	250,799 ..	225,636
Silk,.....	305,353 ..	142,475 ..	252,843 ..	648,746
Flax,.....	202,568 ..	113,755 ..	114,279 ..	145,487
Miscellaneous,.....	84,643 ..	42,720 ..	57,042 ..	25,944
Total,.....	\$ 1,709,083 ..	\$ 1,476,506 ..	\$ 1,352,381 ..	\$ 1,814,725
For consumption,.....	11,083,139 ..	14,200,354 ..	13,969,712 ..	1,859,899
Total on market, ..	\$ 12,792,222 ..	\$ 15,676,860 ..	\$ 15,322,093 ..	\$ 3,674,624

Entered for Warehousing.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 239,236 ..	\$ 380,120 ..	\$ 422,654 ..	\$ 636,601
Cotton,.....	106,683 ..	236,627 ..	356,876 ..	71,223
Silk,.....	73,243 ..	141,549 ..	128,081 ..	853,742
Flax,.....	54,270 ..	121,655 ..	71,547 ..	41,140
Miscellaneous,.....	18,969 ..	66,602 ..	40,174 ..	73,728
Total,.....	\$ 491,401 ..	\$ 946,553 ..	\$ 1,019,332 ..	\$ 1,676,434
For consumption,.....	11,083,139 ..	14,200,354 ..	13,969,712 ..	1,859,899
Entered at port, ...	\$ 11,574,540 ..	\$ 15,146,907 ..	\$ 14,989,044 ..	\$ 3,536,333

For the whole year 1861, embracing eight months only, the total amount of dry goods put upon the market has been a little over thirty millions; of which more than one-half was in goods withdrawn from bond. We annex the particulars for four years:

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

For Consumption.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 11,980,604 ..	\$ 26,869,976 ..	\$ 23,948,703 ..	\$ 6,292,684
Cotton,.....	6,676,804 ..	18,004,221 ..	11,906,656 ..	2,650,226
Silk,.....	12,381,859 ..	25,478,077 ..	26,491,404 ..	6,994,480
Flax,.....	2,955,195 ..	7,474,910 ..	4,884,295 ..	1,371,761
Miscellaneous,.....	2,396,258 ..	4,185,086 ..	4,302,362 ..	1,640,351
Total,.....	\$ 36,390,220 ..	\$ 81,512,220 ..	\$ 71,533,210 ..	\$ 18,949,502

Withdrawn from Warehouse.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 3,518,346 ..	\$ 2,260,921 ..	\$ 2,444,682 ..	\$ 4,564,101
Cotton,.....	3,151,898 ..	1,308,321 ..	2,087,538 ..	3,539,426
Silk,.....	2,887,009 ..	719,331 ..	1,289,176 ..	3,957,163
Flax,.....	1,746,616 ..	770,699 ..	652,371 ..	1,421,428
Miscellaneous,.....	1,028,634 ..	813,870 ..	449,782 ..	662,611
Total,.....	\$ 12,332,503 ..	\$ 5,378,142 ..	\$ 6,923,549 ..	\$ 14,144,429
For consumption,...	36,390,220 ..	81,512,220 ..	71,533,420 ..	18,949,502
Total on market,.	\$ 48,722,723 ..	\$ 86,885,862 ..	\$ 78,456,969 ..	\$ 33,093,931

Entered for Warehousing.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool,.....	\$ 1,731,492 ..	\$ 2,700,241 ..	\$ 2,762,060 ..	\$ 5,433,005
Cotton,.....	1,547,538 ..	1,148,549 ..	1,962,508 ..	3,669,568
Silk,.....	988,141 ..	667,047 ..	1,266,116 ..	4,813,025
Flax,.....	649,230 ..	559,242 ..	362,053 ..	1,339,394
Miscellaneous,.....	437,277 ..	342,592 ..	465,574 ..	847,445
Total,.....	\$ 5,353,678 ..	\$ 5,417,671 ..	\$ 6,818,311 ..	\$ 16,102,437
For consumption,...	36,390,220 ..	81,512,220 ..	71,533,420 ..	18,949,502
Entered at port,.	\$ 41,743,898 ..	\$ 86,929,891 ..	\$ 78,351,731 ..	\$ 35,051,939

The exports from New-York to foreign ports show a cessation in specie, while the exports of domestic produce exceed those of any previous year in the history of the port:

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

	1858.	1859.	1860.	1861.
Domestic produce,.....	\$ 4,660,272 ..	\$ 5,150,710 ..	\$ 8,012,814 ..	\$ 9,652,301
Foreign mdse., (free,)....	102,674 ..	374,707 ..	76,083 ..	57,965
Foreign mdse., (dutiab.)..	224,438 ..	790,646 ..	191,270 ..	176,582
Specie and bullion,.....	2,201,802 ..	6,409,783 ..	7,454,813 ..	3,600
Total exports,.....	\$ 7,189,186 ..	\$ 12,725,846 ..	\$ 15,934,900 ..	\$ 9,890,448
Total, exclusive of specie,	4,987,384 ..	6,316,063 ..	8,480,087 ..	9,886,348

We may assume that the commercial features for the present month and the next four months will not vary essentially from those of July

and August. We have ample indications that the European demand for our grain and provisions will continue.

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

	1858.	1859.	1860.	1861.
Domestic produce,.....	\$ 38,012,626 ..	\$ 38,524,357 ..	\$ 54,294,389 ..	\$ 80,682,529
Foreign mdse., (free,)...	955,698 ..	2,139,807 ..	1,936,507 ..	1,946,619
Foreign mdse., (dutiable),	2,782,282 ..	2,812,536 ..	3,516,331 ..	3,875,911
Specie and bullion,.....	17,363,257 ..	49,658,774 ..	35,598,550 ..	3,264,058
Total, exports,.....	\$ 59,113,863 ..	\$ 93,135,474 ..	\$ 95,345,777 ..	\$ 89,769,117
Total, exclusive of specie,	41,750,606 ..	43,476,700 ..	59,747,227 ..	86,505,059

The average custom-house receipts for August were about fifty thousand dollars per day, an aggregate of \$1,558,824, against the sum of \$3,946,830 for August, 1857. We annex details for four years:

CASH DUTIES RECEIVED AT NEW-YORK.

	1858.	1859.	1860.	1861.
First six months,....	\$ 11,089,112 ..	\$ 19,912,181 ..	\$ 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
Total since Jan. 1st,	\$ 18,021,536 ..	\$ 28,606,439 ..	\$ 27,389,988 ..	\$ 14,213,750

The shipments of produce in August, for two years, have been extraordinarily large, and yet are largely exceeded by those of August, 1861:

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

Year.	Produce and Mdse.	Specie.	Total.
1846,.....	\$ 2,621,038	\$ 57,589	\$ 2,678,627
1847,.....	4,979,108	66,000	5,045,108
1848,.....	2,420,115	331,031	2,751,146
1849,.....	2,308,817	359,368	2,668,185
1850,.....	5,614,946	1,441,736	7,056,682
1851,.....	3,617,117	2,673,444	6,290,561
1852,.....	2,608,262	2,935,833	5,544,095
1853,.....	4,997,960	1,188,973	6,181,933
1854,.....	5,256,746	4,548,320	9,805,066
1855,.....	4,655,139	2,609,393	7,264,532
1856,.....	5,913,003	3,202,058	9,115,066
1857,.....	5,337,449	6,271,717	11,609,166
1858,.....	4,987,384	2,201,802	7,189,186
1859,.....	6,316,063	6,409,783	12,725,846
1860,.....	8,280,167	7,454,813	15,734,980
1861,.....	9,886,848	3,600	9,890,448

NOTE.—The article in our present No. (pp. 353—368) on the Amoor region must claim the earnest attention of the mercantile world. There is no doubt that the Amoor, with its neighbors, the Japanese islands, offer a wide field for observation and for commercial enterprise. We have the pleasure to record the fact, that both ends of the magnetic telegraph, which will eventually encompass the earth, are now in working order, viz., in part between the Mississippi and San Francisco, as the eastern terminus; and one thousand miles or more eastwardly from Moscow. In connection with this remark we add, that on the 29th ult'o the

brig **TIMANDRA** arrived at San Francisco in thirty days from the Amoor River, with a cargo of hides. Thus we had, on the 19th of September, by aid of the telegraph and the above arrival, advices from the Amoor to the 1st of August, only fifty days. An arrival at San Francisco from Petropolowski, on the southern border of Kamschatka, a part of Asiatic Russia, is also chronicled in August last.

The Russian government have adopted a more favorable policy towards foreigners, in consequence of which there has been a large influx of merchandise, and all kinds of business has been overdone. Merchants from the interior were purchasing but sparingly; the stocks in the country being so large, the markets were much depressed. The stocks of goods were heavy, and prices of all kinds ruled low. The late prohibition on the importation of teas in Russian Siberia and the seaboard was only temporary; new and large quantities had been received this season from China, and admitted free of duty, while at Kiachta, the great inland tea dépôt, and the only place where its importation was previously allowed, the old duty of thirty cents per pound on black and fifty cents on green was still enforced. One of the new river steamers, lately arrived from Boston, was loading a full cargo of teas for the head waters. The **KASAWITCH** was also loading a general cargo at Sitka. It is announced that the government telegraph from Cikutish to Nicolofski, across the continent of Asia, will be commenced this season, and pushed forward to completion as early as possible, under the superintendence of Mr. **ROMENOFF**.

There are no articles in the New-York market that have undergone greater fluctuations this year than those included in what are termed "Naval Stores," viz.: rosin, turpentine, tar and pitch. The advance in some cases within the past six months exceeds two hundred per cent. The following tabular statement will give the reader an idea of the market values of these articles and of oils, during the past three years. The supplies from North Carolina having been checked by the war, high prices will prevail, probably, for the remainder of the year:

NAVAL STORES.		Sept. 18th, 1860.		March 19th, 1861.		Sept. 17th, 1861.	
Rosin, common,.....	per 310 lbs.	\$ 1 40	@	.....	\$ 1 20 @ \$ 1 25	.. \$ 4 00	@ \$ 4 12½
“ white and pale,....	per 280 lbs.	4 00	@	\$ 6 00	.. 4 00 @ 4 50	.. 7 50	@ 9 00
Spirits turpentine,.....	per gall.	40	@	41	.. 35½ @ 36	.. 1 25	@ 1 80
Crude “	per bbl.	2 80	@	2 85	.. 2 65 @ 2 70	.. 10 50	@ 11 00
Tar,.....	per bbl.	2 60	@	2 70	.. 2 20 @ 2 25	.. 4 87½	@ 5 00
Pitch,.....	per bbl.	1 70	@	1 80	.. 1 60 @ 1 70	.. 4 25	@ 4 50
OILS, &c.		Sept. 18th, 1860.		March 19th, 1861.		Sept. 17th, 1861.	
Palm, [cask,] first quality,.....	per lb.	\$ 0 08	@	\$ 0 08½	.. \$ 0 08½ @ \$ 0 09	.. \$ 0 08½	@ \$ 0 09
Linseed, city made,.....	gall.	59	@	.. 60	@ 62	.. 59	@ 60
Whale, refined bleached spring, ..	gall.	58	@	60	.. 58 @ 60	.. 45	@ 50
Sperm, spring unbleached,.....	gall.	1 50	@	1 55	.. 1 50 @ 1 60	.. 1 40	@ 1 45
Lard, No. 1, winter,.....	gall.	92½	@	1 00	.. 95 @ 1 00	.. 68	@ 70
Tallow,.....	per lb.	09½	@	09½	.. 08½ @ 08½	.. 07½	@ 07½

FOREIGN CORRESPONDENCE

OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW.

LONDON, September 6th, 1861.

To the Editors of the Merchants' Magazine :

THE leading financial features of the month were the sudden changes in the bank rate of discount. At the close of July the rate was 6 per cent. at the bank ; a rate adopted on the 16th of May last. On the 1st of August the rate was reduced one per cent., viz., to a minimum of 5 per cent. On the 15th of August a further reduction took place to $4\frac{1}{2}$ per cent. ; and on the 29th a third change was made to 4 per cent. The fall witnessed during the last month has not often been exceeded in rapidity. In their present measure the bank directors have been guided solely by the bullion reserve and the condition of the Continental exchanges, which appear fully to justify the reduction. The fall in the rates in the open market to a point still below the new charge at the bank goes further to confirm the action of the bank ; but our soundest financial men deem these changes prejudicial, and consider a low rate of discount as fostering speculation. The exchanges on the Continental cities remain generally in a satisfactory position, and gold continues to flow into the bank. Any further reduction in the same direction will probably be weighed by the directors with great deliberation, considering the deficient harvest in Scotland and Ireland, and the belief that in England the result is below an average.

In Lombard-street the demand for money was brisk, but the rates for good bills did not exceed $3\frac{3}{8}$ to $3\frac{1}{2}$ per cent. It is worthy of record that, notwithstanding the repeated reductions in the Bank of England charge, business at that establishment last week was slack.

In consequence of the alteration at the bank, the joint-stock banks have reduced the rate allowed for deposits from $3\frac{1}{2}$ to 3 per cent., except that the London and Westminster allow only 2 for sums below £500. The discount establishments will henceforward give 3 per cent. (instead of $3\frac{1}{2}$) "at call," and $3\frac{1}{2}$ (instead of $3\frac{3}{4}$) "at notice."

The cotton question is really the paramount topic in commercial and financial circles throughout England. There are so many interests connected with as well as subordinate to the supply of cotton, that the minds of our leading men, both in and out of Parliament, are deeply concerned in solving the two problems : First, as to fresh sources of supply ; and, secondly, as to the probabilities of (and proper measures to) adjustment between the Northern and Southern States of America. A meeting of merchants connected with the East India trade, and other parties interested in the question of cotton supply, was held here on the 29th ult., to consider the propriety of forming a joint-stock company, with adequate capital, which should establish agencies in the interior of India, to purchase the cotton from the grower "as it leaves the pod," clean it by machinery, press and pack it on the spot into bales secured

by patent metallic bands, transport it to the coast, and there sell it by sample at public auction. The promoters of the company deprecate interfering with the functions of either the grower or the exporting merchant, but claim to stimulate the production of cotton by aiding the operations of both; of the grower by giving him a ready buyer on the spot, and enabling him to free himself from the usurious middleman, who at present buys his cotton; and of the merchant, by supplying the market with well-packed cotton of uniform quality, on the sample of which, exhibited in his offices, he could buy as confidently as is done on samples in the Liverpool market. It is assumed that as the European agents of the company would exercise discrimination in the selection of cotton, the growth of better qualities would be thereby encouraged, but in respect to the complaints of its generally inferior quality, it was explained that this was not owing so much to the accident of growth as to the deterioration and adulteration to which the cotton is subjected in its passage in the present course of business from the hands of the grower to the exporting merchant. It is thought that many kinds of East India cotton would be made worth $\frac{1}{4}$ d. to $\frac{1}{2}$ d. per pound more in the Liverpool market through the operations proposed for this company.

STOCKS OF COTTON IN LIVERPOOL EACH MONTH DURING THE YEARS 1860 AND 1861.

		<i>Stock of American Cotton in 1861.</i>		<i>Other Cotton.</i>	<i>Total, 1861.</i>	<i>Total, 1860.</i>		
January	4,.....	371,650	..	157,780	..	529,430	..	526,620
February	1,.....	483,470	..	175,250	..	658,720	..	594,490
March	1,.....	692,200	..	161,140	..	853,340	..	749,810
April	5,.....	789,350	..	152,490	..	941,840	..	906,070
May	3,.....	816,860	..	173,830	..	990,690	..	1,016,630
June	7,.....	896,760	..	251,890	..	1,148,650	..	1,358,630
July	5,.....	836,610	..	271,690	..	1,108,300	..	1,298,490
August	2,.....	735,550	..	284,110	..	1,019,660	..	1,239,780
September,	.....	.....	..	.....	..	.....	..	1,020,860
October,	.....	.....	..	.....	..	.....	..	834,370
November,	.....	.....	..	.....	..	.....	..	668,520
December,	.....	.....	..	.....	..	.....	..	577,980

A very novel and unprecedented event has just taken place at Liverpool. At that port no less than 15,000 bales of Surat cotton were last week exported to New-York—a proof that the “cotton famine” has already affected seriously the New-England States.

A few days since we had a stock of 950,000 bales, of which 680,000 bales were American. Then we had 300,000 bales of East India cotton at sea on the way here; in addition to which we may calculate on receiving 200,000 bales from there before the 1st of January, 1862. Some well-informed persons think it will be considerably more. Of Egyptian, Brazil and other cottons we received last year, from now till the end of the year, 70,000 bales; and under the stimulus of high prices I feel justified in assuming an import of 100,000 bales by the 1st of January, 1862. This would make our total supply up to the 31st of December next, 1,550,000 bales, from which deduct export, same as last year, 200,000 bales, leaves a supply available for home use of 1,400,000.

By the Bombay *Exchange Price Current* of July 27th last, it appears that the shipments of cotton to Great Britain are still progressive. For the first six months of 1861 the shipments of cotton from Bombay to Great Britain were 626,759 bales. For same months in 1860, 299,571

bales. The whole shipments of cotton from Bombay to Europe, from January 1, 1861, to July 23d, 1861, were 744,000 bales. In addition to this, it is computed that there were then at Bombay, in 22 ships loading, at least 44,000 bales, and 30,000 more ready for shipment. The aggregate for the first seven months of 1861 is 818,000 bales. The shipments to China had fallen off some thirty thousand bales. The new crop begins to appear in October, and has been stimulated by high prices.

Apropos to this vexed question, it will not be amiss to give you the significant remarks of a cotemporary, the London *Shipping Gazette* :

"We and our neighbors across the channel may suffer serious inconvenience from a short supply of cotton—a species of inconvenience which is in store for the mill-owners of Massachusetts as well as of Manchester—but we are not going to add to the difficulty by involving ourselves in a naval war with the Northern States—a war in which it is very doubtful that we should have the co-operation of France. The present conflict in America will not be without its influence upon the future destinies of this country and of France, if it is learnt to distrust for the future the American source of the cotton supply, and to look to other regions for that which we have been accustomed to derive almost exclusively from the Southern States."

And the *Times* states that the wise policy of working short time as a precaution against the contingencies of the cotton supply, and of the glutted state of distant markets for manufactured goods, continues to make progress. According to the Manchester *Guardian* of this week, several spinning and weaving establishments at Staleybridge, Oldham, Preston, Blackburn, Burnley and Clitheroe, have limited their operations to four days a week.

Fires of late have been frightfully on the increase, and the rates of premium have been largely and suddenly advanced; let these heavy losses go on in the same ratio, and our underwriters urge that it will not be a question of merely raising the premium, but of whether certain descriptions of property will be insurable at all. What is wanted is a stringent building act, something like that which has made Liverpool what it is. Since that act (which unfortunately is only local) has come into operation there, about 900 warehouses have received certificates of having adopted the improvements required by it, and the result is, that the premium of insurance on these very premises has fallen from 35s. per cent. to 6s.

That fire insurance ought largely to increase there can be no doubt, and that it would largely increase were the enormous government duty to be entirely abolished, our companies believe, although on this subject there are differences of opinion, as will be seen by the following extract from the recent report of the Commissioners of Inland Revenue :

"The steady increase of the fire insurance duty is worthy of notice. It is very striking when viewed as representing the value of the property insured in the form of the following account :

YEARS.	Amount of Property Insured.		Amount of Farming Stock Insured, (free of duty.)
1850,.....	£ 773,021,000	.....	£ 61,805,352
1860,.....	1,039,891,000	.....	73,309,898
Increase,.....	£ 26,867,000	.....	£ 11,504,546

The British government have for many years promoted commercial intercourse with foreign countries by means of extensive and liberal mail arrangements. It is now officially announced, that, with a view of affording to the public more frequent opportunities than at present exist for forwarding letters to Bermuda, it is intended in future to despatch a mail for Bermuda by each of the CUNARD packets proceeding to New-York. These extra mails will be conveyed from New-York to Bermuda by means of private ships, as opportunities offer. The postage upon letters forwarded by this route will be 9d. for a letter not exceeding half an ounce in weight, 1s. 6d. for a letter above half an ounce and not exceeding one ounce, 3s. for a letter above one ounce and not exceeding two ounces, and so on for heavier letters. This postage must be paid in advance, or the letters will be liable to an extra charge on delivery. Upon newspapers a postage of 1d. each must be prepaid. A like sum of 1d. will be collected on their delivery, to cover the United States' transit rate of postage.

The beneficial effects of extensive mail facilities by sea are every year more fully demonstrated, with the immense advantages to commerce from judicious government aid. The CUNARD Company are at present engaged in reorganizing their steam fleet, by the sale of some of their steam vessels and the construction of more powerful ones, furnished with all the modern improvements. A short time since the *ETNA* was sold to the Inman Company, and we have now to record the sale of the *JURA* to the Montreal Ocean Steamship Company, for the Canadian mail service. The *JURA* is a fine screw steamer, of about 2,200 tons and 400 horse-power, and did good service as a transport during the Crimean war. In the course of two or three months the CUNARD Company will have two new steamers completed, from the workshop of Messrs. ROBERT NAPIER & SON, which will probably be the finest specimens of their respective classes in existence. One is the *SCOTIA*, a paddle steamer, about 700 tons larger than the *PERSIA*, and the other the *CHINA*, screw steamer. Both vessels are intended for the mail service between Liverpool and New-York.

The report of the select committee, appointed to consider the circumstances which induced the government to abrogate the Galway postal contract, has been laid before the House of Commons. The committee express their approval of the conduct of the Postmaster-General, but urge that, as the Atlantic Steamship Company will shortly be in possession of an efficient fleet of ships, they deserve the favorable consideration of the government, should it be deemed advisable to re-establish a postal service from Ireland to America.

Steamship-building on the Clyde is more active than before reported. Messrs. SCOTT & Co. have launched a screw, of 580 tons, named the *LOUIS NAPOLEON*, which is now being fitted with engines of 130 horse-power by the Greenock Foundry Company. She is built for a Marseilles firm, and is a sister ship to the *COMTE BACCIOCHI* and the *ROI JEROME*, constructed last year by the same builders for the same parties. Messrs. TOD & MACGREGOR, of Patrick, who recently launched a screw of 419 tons, have almost completed a similar steamer for the same parties, and they have an order for a third steamer for the same trade. The hopes of increased commercial intercourse with France, in consequence of the recent treaty, have induced the establishment of a new line of screw steamers, to run from Havre and Bordeaux to the Clyde. The steamers will leave every fortnight.

THE BOOK TRADE.

1. *Hopes and Fears; or, Scenes from the Life of a Spinster.* By the author of "The Heir of Redclyffe," &c. New-York: D. APPLETON & Co.

This last book of Miss YONGE's we consider decidedly unsuccessful. A religious novel which leaves an anti-religious impression, is a failure as a literary production and an offence to every thoughtful reader. The authoress has put cleverness at a discount, but has labelled dullness "Piety," and commands us to like it.

If we were as good as some of her model blockheads, we should be able to love the odious creature, just for being told so; not having arrived at that advanced stage of Christian culture, we only shake our heads at it, and ponder upon the confidential remark of a pert little friend, "I suppose sister MAG's a Christian, but she's so ugly-good, I had as lief she wasn't." All the characters in this story are divided into the good and the bad—the sheep and the goats—with a strong fence of religious reserve between them. The goats are dancing, prancing, frisky little creatures; full of life and fun; always peeping through the fence; quite inclined to good-fellowship, and ready to jump over or creep under, upon the least encouragement. But the sheep stand in serried file, prepared to butt to the earth the first unwary victim who dares to invade the sanctity of their side, and they never stop crying, "Go away! go away! we are saints and you are sinners! go away! and don't blat through the bars, you disturb our meditations."

We like the goats, but the sheep bore us villainously, and, if we may be allowed to borrow our young friend's phraseology, we should characterize them thus: ROBERT, ugly-good; PHOEBE, stupid-good; PENDERGRAST, silly-good, and SPRINGER, sentimental-good. The only one that is pleasant-good is HUMPHREY, and he, to prevent us from attaching ourselves to goodness in any form, is extricated from his mortal coil in an early chapter. Every one of them seems to be perfectly satisfied with his own spiritual condition; they have fortunes left them, and become popular in society and successful in love. As for the goats, poor wretches! they have a pitiful time enough; sickness, poverty, and banishment, the loss of friends and lovers, personal disfigurement and mental deterioration, are a few of the little casualties which befall them. From such premises we necessarily draw the conclusions that good people are dull, that wicked people are clever, and that the moral accounts of both are settled up each new year's, like a butcher's bill, and the proper recompense put into execution immediately thereafter. But we do not believe this, because it is directly opposed to our own experience, which, if not large, has yet been decided.

The wickedest people we know are those with the feeblest minds; the best people we know are those with the noblest intellects and deepest culture; and as for every one's getting what they deserve in this world, the simplest child knows better.

Neither do we think that Miss YONGE meant to teach such a lesson; the tenor of her former books is enough to indicate the opinions she holds; it is only her strong desire to make goodness attractive and evil repellant that has beguiled her into coaxing and scaring, and caused her to forget that such weak allies, "make truth suspected."

2. *The Silent Woman.* By the author of "King's Cope," &c. Boston: T. O. H. P. BURNHAM. New-York: SHELDON & Co.

The author of this novel shows far more talent than industry; the plot is passably good, the conception of one of the characters, (that of LENA,) is very charming, the conversations are sprightly, even brilliant at times, but the construction of the book is extremely negligent. The title has no apparent connection with the story, nor the majority of the metaphors with the contents of the chapters. The changes of time and place are made with ludicrous abruptness; for example, persons on the lawn are presently said to leave the room; people at supper suddenly begin to comment on the dullness of the morning; and a lady and gentleman in a drawing-room enter at once into a discussion about an equestrian upon the road in advance of them.

There is not a shred of deep feeling in the book, of any kind; not for want of occasion, truly, for there are two deaths in the first chapter, and half a dozen more before you arrive at the last; but then, as the author very aptly remarks, there is no use in describing this sort of thing, for those who have been through with it know, ah! too well, what it is, and to those who have not, words are a blank. It is no doubt a charity to spare the uninitiated, yet we cannot suppress the surmise that it may also have been a personal accommodation to the writer. It is a pity that one who can so well entertain his readers by his vivacity and wit, should be so very heedless; for the cleverness which he perhaps supposed would atone for all deficiencies, is, to a great extent, neutralized by his own indolence.

8. *An Abstract of the Returns made to the Lords of the Committee of Privy Council for Trade, of Wrecks and Casualties which occurred on and near the coasts of the United Kingdom, from the 1st January to the 31st December, 1860, with a statement of the number of lives lost and saved; of the amounts granted out of the Mercantile Marine Fund as rewards for the salvage of life, for contributions towards the maintenance of life-boats, and for expenses in connection with the Mortar and Rocket Apparatus for saving life, during the same period; and a precis of the special inquiries instituted into the causes of such wrecks and casualties, by order of the Board of Trade, with charts.*

This is an annual official report of great value. The wreck chart accompanying the report shows the locality of every casualty (including collisions) attended with loss of life, distinguishing the number of lives lost, and the direction of the wind in each case; showing also the present life-boat and rocket and mortar stations on the whole coast. That portion of the Irish channel approaching Liverpool indicates the largest number of losses. The approaches to the Thames, to the Bristol channel and to the river Thames are also prolific in heavy marine losses. In addition to the marine statistics of the year 1860, this Parliamentary document shows the comparative losses, partial losses, collisions, loss of life, insurance, for each year, 1852-1860, with a mass of valuable details. Some attempts have been made, in New-York, to prepare marine statistics of a similar character for the United States, but the efforts were not seconded by government or individual companies. The Treasury Department could, with advantage, prepare such statistics as a branch of commercial information. In the absence of governmental support the State of New-York might inaugurate a system of commercial and marine statistics; and the marine insurance companies of this city would derive much advantage from such information after a series of years.

4. *Explorations and Adventures in Equatorial Africa; with accounts of the manners and customs of the people, and of the chase of the gorilla, the crocodile, leopard, elephant, hippopotamus and other animals.* By PAUL B. DU CHAILLU, corresponding member of the American Ethnological Society; of the Geographical and Statistical Society of New-York, and of the Boston Society of Natural History. With numerous illustrations. New-York: HARPER & BROTHERS. 1861.

M. CHAILLU exhibited the curious collection of natural history specimens exhibited about a year ago in this country. The wonderful stuffed specimens of the giant ape, the gorilla, whose very existence had almost been deemed a fable, and the curious kaloo kamba, the great ape that so imitates humanity in its habits, besides numerous other specimens of birds and beasts entirely unknown to naturalists, were trophies of the adventurous Frenchman's zeal, courage and perseverance. DU CHAILLU's explorations were made in a different direction from those of other African travellers, and his adventures are of the most interesting and exciting character. We have prepared for this number some curious extracts from this work in reference to the trade and commerce of Africa. (pp. 369-373.)

5. *Tom Brown at Oxford. A sequel to "School Days of Rugby."* Part 2. Boston: TICKNOR & FIELDS.

This excellent story gives a most faithful picture of English University life, and is told in a familiar, easy and natural style, and describes the career of hundreds of young Englishmen of the present day in the story of TOM BROWN and his fellow students. As a graphic description of English life, it is most excellent; and as a story quite interesting. The reader is pleased to learn that TOM at last, after many tribulations, is happily married to his true love, MARY PORTER.

6. *The British Quarterly Reviews.*

We suggest to our readers that the present time is favorable to subscribe to these valuable and interesting works, re-published by Messrs. LEONARD SCOTT & Co., New-York. The articles which appear in these various reviews, in relation to American affairs, are all worthy of attentive perusal, since they give, from different points of view, the opinions of intelligent Englishmen, belonging to various parties, (conservative, whig, free-church, liberal and tory,) on our disturbances. "Blackwood," for July, contains ten articles, all of which are marked with those traits of power and brilliancy for which MAGA has long since become distinguished.

The Edinburgh Review, for July, contains articles on—1st. Popular Education. 2. ALBERT DUROR. 3. Carthage and her Remains. 4. The Novels of FERNAN CABALLERO. 5. WATSON'S Life of PORSON, the Greek Scholar. 6. The Countess of Albany, the last of the STUARTS and ALFIERI. 7. BUCKLE'S History of Civilization. 8. Travels of M. CHAILLU. 9. Church Reform in Italy. 10. Count CAVOUR. Mr. BUCKLE, according to the critic, "is not a writer who gains upon us by a further acquaintance with his works. * * He relies too much upon a well-stored common place book and a rapacious literary appetite." Of M. DU CHAILLU the critic says: "We should be glad of a little more of that precise and simple evidence which distinguishes reality from romance."

7. *The Westminster Review*, for July, is the 189th number, or the thirty-fifth year of its existence. The subjects are—1. SCHLEIERMACHER, the Philo of modern times. 2. The Salmon Fisheries of England. 3. The critical writings of H. TAINK. 4. Considerations on Representative Government. 5. The Countess of Albany—ALFIERI. 6. Africa, by M. CHAILLU. 7. BUCKLE'S Civilization. 8. Christian Creeds and their Defenders. 9. Contemporary Literature.

"The Westminster" maintains that "Mr. BUCKLE has many great qualifications which give him an especial claim to hearing." * * The reviewer concludes, that "as a great effort to illuminate one of the most important questions which at present can occupy men's consideration, it is entitled to the sympathy and admiration of all impartial readers."

8. *The London Quarterly Review*, for July, takes up M. DE QUINCEY and his writings, who reached the seventy-fifth year of his age, notwithstanding his addiction at one time to opium eating. 2. MONTALEMBERT on Western Monarchism. 3. KENNEDY, HENRY, SINGLETON and OWGAN, as translators of Virgil. 4. Ancient Law, by HENRY SUMNER MAINE. 5. Scottish Character. 6. Russia on the Amoor. 7. CAVOUR and Italy. 8. Democracy on its trial. 9. MILL on Representative Government.

The "Quarterly" buckles on to the "History of Civilization," and exclaims, "How can he hope to be accepted as a scientific investigator of history who shows himself so full of passion and prejudice as Mr. BUCKLE does throughout this work?" Our commercial readers will find the article on the Amoor without any love towards Russia or the United States; but we commend to the merchant's attention both the review and the work which forms its text. The reviewer takes occasion to say that "the systematic occupation of the Amoor River by the Russians was as indefensible by the law of nations as any of the aggressions to which we are in the habit of referring as some of the worst results of popular government in the New World, and proves that a low sense of international morality is the characteristic alike of democracy and of despotism." Should Mr. BUCKLE ever stretch his pen to the consideration of the progress of civilization in the Western world, we fear that the recent history of the United States, especially as to Texas, Central America and Africa, and especially as to the internal war of the year 1861, will stamp us as possessing a very low sense of international morality.

9. *The Law of Nations affecting Commerce during War; with a review of the jurisdiction, practice and proceedings in Prize Courts.* By FRANCIS H. UPTON, LL. B. One volume octavo, pp. 312. Published by J. S. VOORHIES, N. Y.

To the legal profession and to merchants this is a valuable compend of the law of maritime warfare and prize, including the law of belligerent and neutral rights—of blockade—of contraband—the right of search—of capture—re-capture—joint capture—military salvage, &c., in application to the existing war in the United States. The appendix contains the numerous proclamations of the year 1861; letter from Sir W. SCOTT to Mr. JAY; prize rules of the United States Court; statute provisions of the United States for distribution of prize fund, &c.

THE MERCHANTS' MAGAZINE

AND
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EDITED BY

J. SMITH HOMANS, (SECRETARY OF THE CHAMBER OF COMMERCE OF THE STATE OF NEW-YORK,) AND WILLIAM B. DANA, ATTORNEY AT LAW.

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THE MERCHANTS' MAGAZINE

AND

COMMERCIAL REVIEW.

NOVEMBER, 1861.

OUR MERCANTILE MARINE.

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

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

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

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

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

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

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

* *Courier and Enquirer*, January, 1860.

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

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

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

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

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

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

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

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

For the eight years, from 1852 to 1860, $\frac{17}{100}$ of one per cent., or one accident in every two hundred and thirteen voyages; and for the year 1860 alone, $\frac{33}{100}$ of one per cent., or one in every one hundred and eighty-eight voyages. This per centage includes accidents of every kind, great and small, and the voyages include over-sea and coasting. On the other hand, the proportion of accidents to American ships to the number of voyages is, as near as can be estimated with the imperfect data at command, for the year 1860, $\frac{33}{100}$ per cent., or one accident of some kind in every seventy-five voyages.* This, it will be seen, is more than double the per centage for English ships.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FIRE INSURANCE IN LONDON.

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

THE HIDES OF THE RIVER PLATA.

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

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

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

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

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

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

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

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

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

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

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

THE OIL-SEEDS OF COMMERCE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRADE WITH THE WEST COAST OF AFRICA.

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

THE SEAL FISHERY OF LABRADOR.

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

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

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

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

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

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

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

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

THE COTTON CULTURE IN CHINA.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THE MANCHESTER COTTON SUPPLY ASSOCIATION.

ANNUAL REPORT FOR 1861.

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

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

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

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

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

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

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

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

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

Mr. Cross.—Before the abolition of slavery.

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

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

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

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

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

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

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

The country, too, is under our own government, so that we have that advantage which we do not possess in many others, and it has, also, an abundance of free labor. We have no question of slavery to battle or grapple with, but at the same time there are most formidable difficulties there as compared with the position of the planter in America. In the first place, the cultivation is not in the hands of the Anglo-Saxon; there is no such man scarcely in the cotton districts as an Englishman. The cultivator is the ryot, a small farmer holding a few acres of land, and so poor that his seed has to be furnished by a banker, and when the crop arrives at maturity it is taken by this banker almost at his own price, which very seldom exceeds 1½d. or 1¾d. per pound. It is cleaned in a very imperfect way, and sold by the banker to a dealer. The dealer falsely mixes it and packs it for the purpose of increasing his profit. Then, again, it is transferred from him to another dealer, undergoing a similar operation. When it reaches the hands of the native dealer at Bombay, it is pressed in large presses and sold to the English merchant. There is, therefore, the absence of European superintendence; and scarcely any produce whatever of the soil of India arrives at any satisfactory degree of cultivation without European superintendence; while you have no roads to the seaboard, no water communication, no railways, although there is a probability that shortly some will be put to our use. These are the disadvantages under which you labor as compared with the American planter.

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

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

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

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

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

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

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

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

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

THE COMMERCE AND NAVY OF BELGIUM.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THE COTTON QUESTION.

A GLANCE AT THE COTTON TRADE.

By T. BAZLEY, of Manchester.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ANNUAL REPORT ON BREADSTUFFS.

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

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

From	Barrels Flour.	Barrels Corn Meal.	Bushels Wheat.	Bushels Corn.
New-York,.....	1,775,338 ..	3,266 ..	20,541,073 ..	8,653,569
New-Orleans,.....	179,427 ..	996 ..	66,767 ..	1,464,267
Philadelphia,.....	192,175 ..	....	1,593,416 ..	704,447
Baltimore, ...	127,031 ..	48 ..	969,084 ..	853,200
Boston, ...	126,846 ..	106 ..	13,032 ..	14,100
Other ports,.....	160,844 ..	....	2,369,998 ..	15,451
One year to Sept. 1, 1861,....	2,561,661 ..	4,416 ..	25,553,370 ..	11,705,034
" " 1860,....	717,156 ..	944 ..	4,938,714 ..	2,221,857
" " 1859,....	106,457 ..	58 ..	439,010 ..	342,013
" " 1858,....	1,295,430 ..	143 ..	6,555,643 ..	3,317,802
" " 1857,....	849,600 ..	685 ..	7,479,401 ..	4,746,278
" " 1856,....	1,641,265 ..	6,816 ..	7,956,406 ..	6,731,161
" " 1855,....	175,209 ..	4,768 ..	324,427 ..	6,679,138
" " 1854,....	1,846,920 ..	41,726 ..	6,088,003 ..	6,049,371
" " 1853,....	1,600,449 ..	100 ..	4,823,519 ..	1,425,278
" " 1852,....	1,427,442 ..	1,680 ..	2,728,442 ..	1,487,398
" " 1851,....	1,559,584 ..	5,620 ..	1,496,355 ..	2,205,601
" " 1850,....	574,757 ..	6,411 ..	461,276 ..	4,753,358
" " 1849,....	1,137,556 ..	82,900 ..	1,140,194 ..	12,685,260
" " 1848,....	182,583 ..	108,534 ..	241,309 ..	4,390,226
" " 1847,....	3,155,845 ..	844,187 ..	4,000,359 ..	17,157,659

Total for fifteen years,.....18,831,914 .. 1,108,988 .. 74,176,428 .. 85,897,434

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

	Barrels Flour.	Bushels Wheat.	Bushels Corn.	Barrels Rye.
One year to Sept. 1, 1861,....	142,129 ..	3,452,496 ..	101,145 ..	347,258
" " 1860,....	49,243 ..	178,031 ..	19,358 ..	....
" " 1859,....	51,888 ..	57,845 ..	25,519 ..	....
" " 1858,....	303,100 ..	390,428 ..	16,848 ..	13,100
" " 1857,....	483,344 ..	2,875,653 ..	543,590 ..	216,162
" " 1856,....	748,408 ..	2,610,079 ..	282,083 ..	1,975,178
" " 1855,....	7,763 ..	4,972 ..	308,428 ..	35,569

Total for seven years,.....1,785,375 .. 9,569,504 .. 1,296,971 .. 2,587,267

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

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

In order to show the breadstuffs trade of this port alone, as indicated by its foreign exports, we extract from the *New-York Shipping List* the following elaborate monthly table of exports of breadstuffs to all foreign ports from New-York city, from Sept. 1 to Aug. 81, for the following years :

F L O U R — B a n e l s .

MONTHS.	1860-61.	1859-60.	1858-59.	1857-58.	1856-57.	1855-56.	1854-55.	1853-54.	1852-53.	1851-52.	1850-51.	1849-50.
September,.....	251,683	79,422	92,831	60,776	108,202	111,471	24,202	197,462	135,246	122,386	215,034	74,575
October,.....	270,399	141,167	140,298	169,506	198,896	195,961	84,087	961,148	132,974	144,369	141,087	45,268
November,.....	238,678	134,641	75,906	171,366	244,689	221,878	49,767	410,258	102,668	143,460	165,298	69,145
December,.....	187,565	139,589	56,266	104,564	200,808	207,062	54,183	890,289	112,010	74,844	96,556	60,160
January,.....	165,959	49,188	80,980	126,780	110,546	190,589	72,794	208,100	112,746	89,866	49,856	68,802
February,.....	184,363	34,695	86,120	108,959	184,045	126,048	80,244	182,218	101,927	61,268	38,002	88,007
March,.....	171,589	69,198	49,140	73,658	119,665	69,411	22,474	65,052	151,155	62,612	27,649	27,181
April,.....	211,140	88,445	71,168	124,780	80,128	14,373	40,390	67,108	146,117	76,150	44,806	22,821
May,.....	200,068	103,810	65,492	111,604	78,685	124,352	31,605	70,890	185,294	143,606	97,286	22,278
June,.....	271,568	177,877	56,800	168,877	68,168	329,348	29,894	86,692	145,008	149,688	97,466	55,406
July,.....	251,779	221,607	11,842	178,808	69,919	195,183	82,981	87,246	181,633	180,806	221,084	47,921
August,.....	297,243	289,286	75,006	140,106	68,869	211,164	84,240	82,680	164,968	124,867	268,888	145,462
Total,.....	2,785,012	1,405,250	762,769	1,547,794	1,402,850	2,169,769	459,145	2,043,458	1,548,715	1,361,929	1,453,574	690,092

Export of WHEAT—B a n e l s —from New-York.

MONTHS.	1860-61.	1859-60.	1858-59.	1857-58.	1856-57.	1855-56.	1854-55.	1853-54.	1852-53.	1851-52.	1850-51.	1849-50.
September,.....	2,228,924	79,539	192,880	630,022	1,099,029	277,583	16,935	930,628	551,883	204,864	64,226	27,288
October,.....	2,600,226	144,408	174,670	694,241	1,829,181	947,569	13,728	1,502,881	684,688	116,866	108,229	41,716
November,.....	2,472,162	117,112	124,815	910,265	2,067,918	1,214,102	13,728	1,809,908	471,289	817,748	965,322	69,610
December,.....	2,087,145	117,112	9,787	468,225	1,464,201	1,011,626	108,082	1,491,907	441,246	152,585	164,277	116,577
January,.....	832,169	50,196	10,759	180,631	289,964	360,531	41,841	681,676	261,896	88,819	28,641	38,892
February,.....	1,060,995	59,239	5,990	17,358	177,179	209,384	288,621	112,501	108,554	108,554	14,568	14,568
March,.....	972,688	25,542	600	88,257	270,061	148,374	3,648	299,965	189,892	190,608	40,668	2,010
April,.....	999,843	856,010	1,567	127,748	138,708	79,159	986	43,568	276,543	184,149	20,081	8,188
May,.....	1,729,108	792,926	8,000	405,600	75,092	248,628	986	68,580	172,179	163,617	65,756	11,640
June,.....	8,677,248	9,026	9,026	1,171,518	180,698	910,765	1,485	807,892	890,976	82,044	60,525	192,096
July,.....	2,968,999	1,401,791	9,026	675,989	1,291,699	13,676	14,808	1,452,209	273,128	273,128	192,096	192,096
August,.....	2,889,645	1,748,045	14,184	385,298	112,509	1,214,167	61,806	77,858	590,200	204,956	270,660	45,954
Total,.....	23,869,147	4,944,246	487,288	5,060,876	7,772,495	7,965,892	285,849	7,692,968	4,609,844	1,972,960	1,270,960	874,898

Export of CORN—Bushels—from New-York.

MONTHS.	1860-61.	1859-60.	1858-59.	1857-58.	1856-57.	1855-56.
September,.....	189,726	12,175	72,861	175,126	858,737	357,342
October,.....	260,098	7,928	200,785	190,068	388,888	180,407
November,.....	599,581	2,610	98,173	87,634	380,683	206,279
December,.....	851,870	9,066	15,560	49,190	287,540	382,165
January,.....	618,361	4,149	5,789	144,684	142,642	295,298
February,.....	608,751	23,561	20,775	256,797	811,701	221,608
March,.....	789,664	70,821	19,299	412,406	661,560	401,202
April,.....	1,057,004	105,786	21,701	456,814	357,528	557,506
May,.....	799,151	488,980	16,789	142,381	135,993	348,795
June,.....	768,968	877,573	19,480	109,529	21,678	300,716
July,.....	397,276	175,886	88,684	19,268	18,557	97,686
August,.....	2,388,429	147,871	16,729	18,244	76,099	256,657
Total,.....	9,268,729	1,919,871	536,524	2,067,066	3,606,585	3,499,506

MONTHS.	1854-55.	1853-54.	1852-53.	1851-52.	1850-51.	1849-50.
September,.....	193,857	19,890	20,914	30,006	51,518	61,978
October,.....	490,118	96,004	11,517	114,095	24,671	193,131
November,.....	880,573	144,168	5,748	114,814	18,948	145,905
December,.....	750,588	864,175	12,208	8,073	49,485	70,792
January,.....	508,859	453,811	30,956	42,199	58,672	97,662
February,.....	920,097	726,711	122,716	50,882	49,809	522,422
March,.....	858,584	531,858	184,860	78,819	25,065	468,141
April,.....	168,314	333,959	115,426	107,255	67,808	380,064
May,.....	84,907	980,799	65,968	190,126	510,507	414,529
June,.....	487,828	488,415	42,275	104,609	424,887	419,525
July,.....	778,496	109,281	12,086	105,585	175,895	119,072
August,.....	338,414	124,111	8,593	33,561	111,441	11,366
Total,.....	5,827,269	3,792,092	686,557	980,220	1,555,521	2,880,018

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

	FLOUR.			WHEAT.			CORN.		
		Average price.	Total value.		Average price.	Total value.		Average price.	Total value.
Sept., 1860,...	251,688	\$ 5 85	\$ 1,472,874	2,228,924	\$ 1 30	\$ 2,897,601	189,726	68 c.	\$ 128,014
Oct., " ..	270,892	5 75	1,557,829	2,600,226	1 23	3,172,275	260,098	66	171,665
Nov., " ..	228,678	5 70	1,308,465	2,472,162	1 28	3,164,367	599,581	70	419,673
Dec., " ..	187,565	5 25	984,716	2,027,145	1 15	2,381,217	851,870	66	511,122
Jan., 1861,...	168,959	5 70	968,066	882,169	1 26	1,048,588	618,261	72	441,548
Feb., " ..	186,868	5 60	1,046,461	1,030,995	1 26	1,386,853	608,751	70	422,036
March, " ..	171,599	5 50	943,464	973,688	1 25	1,215,860	739,664	68	508,971
April, " ..	211,140	5 60	1,182,384	999,843	1 28	1,279,799	1,057,004	70	739,906
May, " ..	200,068	5 50	1,100,004	1,729,108	1 25	2,161,885	799,151	68	543,423
June, " ..	271,598	5 50	1,493,761	3,577,248	1 20	4,292,692	768,968	57	438,812
July, " ..	281,779	4 50	1,268,006	2,968,999	1 00	2,968,999	397,276	54	214,599
Aug., " ..	297,248	4 75	1,411,904	2,889,645	1 00	2,889,645	2,388,429	48	1,122,446
12 months,...	2,728,012		\$ 14,727,224	23,859,147		\$ 28,259,226	2,268,729		\$ 5,690,281

JOURNAL OF AGRICULTURE.

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

THE BRITISH HARVEST OF 1861.

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

THE IMPORTANCE OF A GOOD HARVEST.

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

1854,....£ 21,760,283	..	1856,....£ 23,089,422	..	1858,....£ 20,152,641
1855,.... 17,508,700	..	1857,.... 19,380,567	..	1859,.... 18,042,033

making a total in six years of £119,833,676, and an annual average of £19,980,613, paid for foreign grain and flour, while in the year 1860 the cost amounted to the enormous sum of £31,871,918, mainly owing to the bad harvest in England; but these figures do not represent, by any means, the full extent to which we are still subjected by the harvest of 1860. They only show what a large sum of money we have paid; but the payments in that year were not near so heavy as they have been since. The official information, brought down to the end of April, makes the value of the grain and flour imported in the first four months of 1859, £4,384,045; 1860, £3,913,001, and 1861, £12,435,435, by which it will be seen that we have been paying for the first four months of the current year at the rate of £37,306,305 per annum, or £8,522,434 more for breadstuffs than in the same period of 1860.—*London Times*, Aug., 1861.

GUANO DISCOVERIES.

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

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

FLAX CULTURE.

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

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

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

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

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

JOURNAL OF MINING AND MANUFACTURES.

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

UNITED STATES PATENT LAW AMENDMENT ACT OF 1861.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

On filing each caveat, ten dollars.

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

On issuing each original patent, twenty dollars.

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

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

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

On filing each disclaimer, ten dollars.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EUROPEAN PATENTS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

QUICKSILVER.

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

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

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

COCOANUT OIL.

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

INDIA RUBBER VARNISH.

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

SWISS CHEESE.

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

COTTON CROP OF THE UNITED STATES.

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

STATES AND PORTS.	Bales.	Total.			
		1861.	1860.	1859.	1858.
LOUISIANA.					
<i>Export from New-Orleans—</i>					
To foreign ports,.....	1,788,673				
To coastwise ports,.....	182,179				
Burnt at New-Orleans,.....	8,276				
Stock, 1st September, 1861,.....	10,118				
	1,929,246				
<i>Deduct—</i>					
Received from Mobile,.....	48,270				
Received from Montgomery, &c.,	11,551				
Received from Florida,.....	18,279				
Received from Texas,.....	80,618				
Stock, 1st September, 1860,.....	73,984				
	177,647				
ALABAMA.					
<i>Export from MOBILE—</i>					
To Foreign ports,.....	456,421	1,751,599	2,189,425	1,669,374	1,576,409
To coastwise ports,.....	127,574				
Manufactured in Mobile, (est.),..	2,000				
Stock, 1st September, 1861,.....	2,461				
	588,476				
<i>Deduct stock, 1st September, 1860,.....</i>	41,682				
		546,794	848,012	704,406	522,864
TEXAS.					
<i>Export from GALVESTON, &c.—</i>					
To Foreign ports,.....	68,209				
To coastwise ports,.....	84,254				
Stock, 1st September, 1861,.....	452				
	147,915				
<i>Deduct stock, 1st September, 1860,.....</i>	8,168				
		144,747	252,424	192,062	145,236
FLORIDA.					
<i>Exp. from APALACHICOLA, ST. MARKS, &c.</i>					
To foreign ports,.....	28,078				
To coastwise ports,.....	85,958				
Burnt at St. Marks,.....	150				
Stock, 1st September, 1861,.....	7,860				
	122,086				
<i>Deduct stock, 1st September, 1860,.....</i>	864				
		121,173	192,724	178,484	122,851
GEORGIA.					
<i>Export from SAVANNAH—</i>					
To foreign ports—Uplands,.....	298,746				
Sea Islands, ..	8,441				
To coastwise ports—Uplands,...	170,572				
Sea Islands, ..	11,512				
Stock in Savannah, 1st Sept., 1861,	4,102				
Stock in Augusta, &c., 1 Aug., "	5,991				
	494,864				
<i>Deduct—</i>					
Rec'd from Florida—Sea Islands,	1,038				
Uplands,...	6,158				
Stock in Savannah, 1st Sept., 1860,	4,807				
Stock in Augusta, &c., 1 " "	5,252				
	16,780				
		477,584	525,219	475,788	283,973
SOUTH CAROLINA.					
<i>Exp. from CHARLESTON & GEORGETOWN,</i>					
To foreign ports—Uplands,.....	199,345				
Sea Islands,...	15,048				
To coastwise ports—Uplands,...	121,668				
Sea Islands, ..	8,355				

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

STATES AND PORTS.	Bales.	Total.			
		1861.	1860.	1859.	1858.
Burnt at Charleston, ...	564				
Stock in Charleston, 1 Sept., 1861, ...	2,999				
	847,869				
<i>Deduct—</i>					
Received from Florida and Savannah—Sea Islands, ...	255				
Uplands, ...	2,878				
Stock in Charleston, 1 Sept., 1860, ...	8,897				
	11,580				
NORTH CAROLINA.		884,889	510,109	430,658	406,251
<i>Export—</i>					
To foreign ports, ...	195				
To coastwise ports, ...	56,100				
		56,295	41,194	37,499	23,999
VIRGINIA.					
<i>Export—</i>					
To foreign ports, ...	810				
To coastwise ports, ...	61,129				
Manufactured, (taken from ports,)	16,998				
Stock, 1st September, 1861, ...	2,000				
	80,933				
<i>Deduct stock, 1st September, 1860, ...</i>	2,800				
		78,132	56,987	38,011	24,705
TENNESSEE, &c.					
Shipments from Memphis, ...	869,857				
" " Nashville, ...	16,471				
" " Columbus and Hickman, Ky., ...	5,500				
Stock, 1st September, 1861, ...	1,671				
	898,499				
<i>Deduct—</i>					
Shipments to New-Orleans, ...	196,866				
Manufactured on the Ohio, &c., ...	52,000				
Stock, 1st September, 1860, ...	1,709				
	250,075				
		143,424	108,676	85,321	9,624
Total crop of the United States, ...		8,658,086	4,609,770	3,851,451	3,113,962

Decrease from crop of 1860, 1,013,694 bales; 1859, 195,895 bales. Increase over crop of 1858, 543,124 bales.

EXPORT OF COTTON TO FOREIGN PORTS,

From September 1, 1860, to August 31, 1861.

FROM	To Great Britain.	To France.	To North of Europe.	Other Foreign Ports.	Total.
New-Orleans, La., ... bales,	1,159,848	888,925	122,042	113,858	1,783,673
Mobile, Ala., ...	840,845	96,429	6,601	12,546	456,421
Galveston, Tex., ...	47,229	8,640	12,815	25	63,309
Florida, ...	27,140	...	938	...	23,078
Savannah, Ga., ...	282,994	10,061	6,165	2,967	302,157
Charleston, S. C., ...	186,518	29,586	24,401	23,568	214,838
Virginia, ...	810	...	...	...	810
North Carolina, ...	144	...	...	51	195
New-York, ...	158,415	49,122	85,197	5,315	243,049
Baltimore, ...	975	...	2,438	87	3,545
Philadelphia, ...	3,798	...	...	...	3,798
Boston, ...	17,019	...	6,118	93	23,225
Grand total, ...	2,175,325	578,068	216,250	158,080	3,127,563
Total last year, ...	2,669,482	589,587	295,073	290,082	3,774,173
Decrease, ...	494,207	11,524	78,823	62,062	646,605

COMPARATIVE CROP STATEMENT.

From the N. Y. Shipping and Commercial List.

<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
1860-1,..... 3,656,066	1851-2,..... 3,015,029	1842-3,..... 2,378,875	1833-4,..... 1,205,894
1859-60,..... 4,669,770	1850-1,..... 3,355,257	1841-2,..... 1,698,574	1829-3,..... 1,070,438
1858-9,..... 3,851,481	1849-50,..... 2,096,706	1840-1,..... 1,684,945	1831-2,..... 987,477
1857-8,..... 3,113,963	1848-9,..... 3,728,596	1839-40,..... 2,177,585	1830-1,..... 1,088,848
1856-7,..... 2,989,519	1847-8,..... 3,347,684	1838-9,..... 1,860,532	1829-30,..... 976,845
1855-6,..... 3,527,945	1846-7,..... 1,778,651	1837-8,..... 1,801,497	1828-9,..... 870,415
1854-5,..... 2,847,889	1845-6,..... 3,100,587	1836-7,..... 1,422,980	1827-8,..... 727,598
1853-4,..... 2,930,027	1844-5,..... 2,894,508	1835-6,..... 1,860,735	1826-7,..... 957,381
1852-3,..... 3,262,882	1843-4,..... 2,080,409	1834-5,..... 1,254,898	1825-6,..... 720,027

CONSUMPTION IN THE UNITED STATES, 1861.

Total crop of the United States as before stated,.....	bales,	3,656,036
Add stocks on hand at the commencement of the year, 1st Sept., 1860:		
In the Southern ports,.....	142,618	
In the Northern ports,.....	85,095	
		227,708
Makes a supply of.....		3,883,794
Deduct therefrom—		
The export to foreign ports,.....	3,127,568	
Less, foreign included,.....	701	
		3,126,867
Stocks on hand, 1st September, 1861:		
In the Southern ports,.....	87,574	
In the Northern ports,.....	45,618	
		83,187
Burnt at New-Orleans, St. Marks, Charleston and Philadelphia, ..	4,890	
Manufactured in Virginia and Mobile,.....	18,998	
		23,888
		3,238,437
Taken for home use north of Virginia,.....	bales,	650,357
Taken for home use in Virginia and South and West of Virginia,.....	"	198,838
Total consumed in the United States, (including burnt at the ports, 1860-61, ...	"	849,195

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

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

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

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

	<i>Bales.</i>		<i>Bales.</i>		<i>Bales.</i>		<i>Bales.</i>
1860,.....	4,805,500	1857,.....	3,014,000	1854,.....	3,000,000	1851,.....	2,450,000
1859,.....	4,017,000	1856,.....	3,323,000	1853,.....	3,360,000	1850,.....	2,212,000
1858,.....	3,247,000	1855,.....	3,184,000	1852,.....	3,100,000	1849,.....	2,840,000

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

	<i>Bales.</i>		<i>Bales.</i>		<i>Bales.</i>		<i>Bales.</i>
1861,.....	800	1854,.....	1,890	1847,.....	1,121	1840,.....	30,000
1860,.....	51,600	1853,.....	6,716	1846,.....	200	1839,.....	no account.
1859,.....	12,860	1852,.....	5,125	1845,.....	7,500	1838,.....	"
1858,.....	3,081	1851,.....	3,200	1844,.....	7,500	1837,.....	"
1857,.....	100	1850,.....	255	1843,.....	800	1836,.....	9,702
1856,.....	1,800	1849,.....	575	1842,.....	3,000	1835,.....	3,494
1855,.....	26,079	1848,.....	3,000	1841,.....	32,000	1834,.....	small.

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

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

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

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

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

Sugar, ...	292,780 hhds.,	..	Value, \$100	per hhd.,	..	\$29,278,000
Cotton, ...	499,835 bales,	..	"	60	per bale,	.. 80,000,000
Molasses, ...	422,054 bbls.,	..	"			.. 6,000,000
Corn, ...	18,127,043 bushels,	..	"	40 cts.	per bushel,	.. 5,250,000

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

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

HISTORY OF THE UNITED STATES TARIFF.

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

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

In our number for April last we brought down the history of the national tariffs passed since the formation of the federal government to the enactment of March, 1861, which had been passed hastily amid the extraordinary excitement that attended the close of the 36th Congress. That tariff restored the rates of duties to the highest protective rates for the leading manufactures. It changed the mode of levying the duties, and introduced many complications in their application. It made charges on long lists of articles previously free, generally on the principle of light taxes upon raw or partly manufactured articles, and increasing the rate in proportion to the degree in which the imported article was supposed to rival similar articles of domestic production. Such a principle, although it gratified the views of those who held that home manufactures should be protected by the direct interference of the government, was not of a nature to improve the revenues, since the domestic articles would, by reason of the increased tax, more readily exclude the foreign one from the markets, thus cutting off the taxed article from the service of the revenue. In a similar manner, tea, coffee and cocoa, which are not United States productions, were left free of duty, while sugar, which has a domestic rival, was charged with a specific duty, but of a lower equivalent than the *ad valorem* of the former tariff. The tariff, as a whole, was calculated to increase the public revenue in speculative seasons, but to have a contrary effect when, from general causes, commerce was depressed and want of confidence bore heavily upon those circulating credits which are, in the United States, the machinery of business. This had been the case since the November election had been followed by political events of a serious nature. The commercial effect of those events was to cause an immediate decline in importations, and this decline showed itself, as a consequence, in the falling off in the customs revenue, although the tariff remained unaltered up to the first of April, when the new tariff of March went into operation. The following table shows the monthly customs receipts at the port of New-York, where two-thirds of the whole federal revenue are collected, during the two years of the operation of the tariff of 1857 and the first quarter of the year 1861:

	1859.	1860.	1861.	
January,.....	\$ 3,478,471	.. \$ 3,899,166	.. \$ 2,050,202	Tariff of 1857.
February,.....	3,328,688	.. 3,378,043	.. 2,528,786	
March,.....	3,164,011	.. 3,477,545	.. 2,489,926	
April,.....	3,212,060	.. 2,444,268	.. 1,643,262	" March, 1861.
May,.....	4,014,620	.. 2,466,463	.. 979,145	
June,.....	3,814,429	.. 2,024,193	.. 1,894,064	" August 5.
July,.....	4,851,246	.. 4,504,066	.. 2,069,591	
August,.....	4,243,010	.. 4,496,243	.. 1,558,824	
September,....	2,908,506	.. 3,038,803	.. 1,645,294	
October,.....	2,318,750	.. 2,632,078	.. ....	
November,.....	2,157,154	.. 1,798,749	.. ....	
December,.....	2,843,888	.. 1,171,826	.. ....	
	\$39,834,233	.. \$35,431,443	.. ....	

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

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

1860.					1861.				
			DUTIES.					DUTIES.	
	Quantity.	Value.	Rate.	Amount.		Rate.	Amount.		Amount.
Tea,..... lb.	30,593,106	\$ 7,306,916	free.	....	15 cts.	\$ 4,588,960			
Coffee,.....	200,998,751	25,062,383	"	....	4 "	8,039,950			
Cocoa,.....	3,186,721	389,839	4 cts.	\$ 15,598	3 "	127,468			
Sugar, brown,..	692,944,872	30,471,302	24 "	7,313,112	2 "	13,858,897			
" clayed,..	1,035,639	78,229	" "	18,774	2½ "	2,589,097			
" loaf, &c.,..	771,334	8,087	" "	1,941	4 "	29,853			
" candy,..	41,598	1,243	" "	298	6 "	2,495			
" syrup,..	86,312	19,717	" "	4,732	2 "	1,726			
Molasses,.. gall.	30,922,633	5,062,850	" "	1,215,084	5 "	1,546,131			
		\$ 8,569,534				\$ 30,974,677			

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

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

	<i>Imports.</i>	<i>Duties.</i>	<i>Average.</i>
Jan. 1 to April 1, 3 mos., tariff '57,....	\$36,024,451 ..	\$7,068,864 ..	19½ per cent.
April 1 to Aug. 5, 4 " " '61,....	25,164,019 ..	6,586,062 ..	26½ "
Aug. to Sept., 2 " " Aug., '61, 12,324,147 ..		3,204,218 ..	26 "

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

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

	1860.	1861.	1862. (Estimate.)
Produce now blockaded, ...	\$236,905,881 ..	\$210,111,000 ..	nil.
Produce and manufactures, ...	79,836,542 ..	122,500,000 ..	\$130,000,000
Specie, ...	56,946,851 ..	23,771,877 ..	nil.
Total exports, ...	\$373,189,274 ..	\$363,382,877 ..	\$130,000,000

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

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

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

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

COMPARATIVE RATES OF DUTY, 1842—1861.

	1842.	1848.	1857.	March, 1861.	August, 1861.
Acid, tartaric,.....	20 per cent.	20 per ct.	4 per ct.	10 per cent.	10 cents lb.
Almonds,.....lb.,	8 cents.	40 per ct.	80 per ct.	2 cents.	4 cents lb.
" shelled,.....lb.,	8 cents.	40 per ct.	80 per ct.	4 cents.	6 cents lb.
Argol,.....lb.,	free.	5 per ct.	free.	free.	8 cents lb.
Arrow root,.....	20 per cent.	20 per ct.	15 per ct.	10 per cent.	20 per cent.
Bananas and plantains,.	free.	20 per ct.	8 per ct.	10 per cent.	20 per cent.
Bark, Peruvian,.....	free.	15 per ct.	free.	free.	15 per cent.
Bar lead,.....	8 cents lb.	20 per ct.	15 per ct.	1½ ct. lb.	1½ cent lb.
Brandy,.....gall.	\$1 00	\$1 00	30 per ct.	\$1 00	\$1 25 gall.
Brimstone, crude,.....ton,	20 per cent.	15 per ct.	4 per ct.	free.	\$3 per ton.
" rolls,.....ton,	25 per cent.	20 per ct.	15 per ct.	20 per cent.	\$6 per ton.
Button cloths, silk,.....	80 per cent.	80 per ct.	24 per ct.	80 per cent.	40 per cent.
Cassia,.....per lb.,	20 per cent.	20 per ct.	15 per ct.	8 cents lb.	10 cents lb.
Cassia buds,.....per lb.,	20 per cent.	20 per ct.	15 per ct.	8 cents lb.	15 cents lb.
Caustic soda,.....	20 per cent.	20 per ct.	15 per ct.	20 per cent.	1 cent lb.
Cayenne pepper,.....lb.,	10 cents lb.	80 per ct.	4 per ct.	8 cents lb.	6 cents lb.
" ground,.....lb.,	10 cents lb.	80 per ct.	4 per ct.	4 cents lb.	8 cents lb.
Chloory root,.....lb.,	free.	free.	free.	free.	1 cent lb.
Chloory, ground,.....lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	2 cents lb.
Chloride of lime,.....	1 cent lb.	10 per ct.	4 per ct.	10 per cent.	80 cts. 100 lbs.
Chocolate,.....lb.,	4 cents lb.	20 per ct.	15 per ct.	20 per cent.	6 cents lb.
Cinnamon,.....lb.,	25 cents lb.	80 per ct.	4 per ct.	20 per cent.	20 cents lb.
Cloves,.....lb.,	8 cents lb.	40 per ct.	4 per ct.	4 cents lb.	8 cents lb.
Cloves, oil of,.....lb.,	20 per cent.	20 per ct.	15 per ct.	20 per cent.	70 cents lb.
Cocoa,.....lb.,	1 cent lb.	10 per ct.	4 per ct.	free.	8 cents lb.
Cocoa leaves and shells,.	20 per cent.	10 per ct.	4 per ct.	free.	2 cents lb.
Cocoa, prepared,.....lb.,	1 cent lb.	10 per ct.	4 per ct.	free.	8 cents lb.
Coffee,.....lb.,	free.	free.	free.	free.	4 cents lb.
Copal gum,.....	15 per cent.	10 per ct.	8 per ct.	10 per cent.	10 cents lb.
Cream Tartar,.....lb.,	free.	20 per ct.	4 per ct.	free.	6 cents lb.
Currants,.....lb.,	8 cents lb.	40 per ct.	8 per ct.	2 cents lb.	5 cents lb.
Dates,.....lb.,	1 cent lb.	40 per ct.	8 per ct.	½ cent lb.	2 cents lb.
Feathers and downs,....	25 per cent.	25 per ct.	19 per ct.	20 per cent.	80 per cent.
Figs,.....lb.,	2 cents lb.	40 per ct.	8 per ct.	8 cents lb.	5 cents lb.
Ginger, preserved,.....lb.,	2 cents lb.	.....	15 per ct.	10 per cent.	80 per cent.
Ginger root,.....lb.,	2 cents lb.	40 per ct.	15 per ct.	10 per cent.	8 cents lb.
Ginger, ground,.....lb.,	2 cents lb.	80 per ct.	15 per ct.	10 per cent.	5 cents lb.
Gum copal,.....	15 per cent.	10 per ct.	8 per ct.	10 per cent.	10 cents lb.
Gunpowder,.....lb.,	8 cents lb.	20 per ct.	15 per ct.	20 per cent.	80 per cent.
Hemp, Manilla,.....ton,	\$25	\$25	\$19	\$15	\$25 ton.
Hemp, Russia,.....ton,	\$40	\$30	\$24	\$35	\$40 ton.
Hides,.....	5 per cent.	5 per ct.	4 per ct.	5 per cent.	10 per cent.
India rubber,.....	free.	10 per ct.	4 per ct.	free.	10 per cent.
— boots and shoes,....	80 per cent.	30 per ct.	24 per ct.	20 per cent.	80 per cent.
Ivory,.....	free.	5 per ct.	free.	free.	10 per cent.
Ivory, vegetable,.....	free.	5 per ct.	4 per ct.	free.	10 per cent.
Lead, sheets,.....	4 cents lb.	20 per ct.	15 per ct.	1½ cent lb.	2½ cents lb.
Lead, pigs and bars,....	8 cents lb.	20 per ct.	15 per ct.	1 cent lb.	1½ cent lb.
Lead, red,.....lb.,	4 cents lb.	20 per ct.	15 per ct.	1½ cent lb.	2½ cents lb.
Lead, white,.....lb.,	4 cents lb.	20 per ct.	15 per ct.	1½ cent lb.	2½ cents lb.
Lime, chloride,.....	1 cent lb.	10 per ct.	4 per ct.	10 per cent.	80 cts. 100 lbs.
Liquorice,.....lb.,	25 per cent.	20 per ct.	15 per ct.	8 cents lb.	5 cents lb.
Liquorice root,.....lb.,	25 per cent.	20 per ct.	15 per ct.	free.	1 cent lb.
Leather, sole and bend,..	6 cents lb.	20 per ct.	15 per ct.	20 per cent.	80 per cent.

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

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

	Distilled Spirits.	Glass.	China.	Sugar.	Coffee.	Pig Iron.	Manufac- tured Iron.	Bar Rolled Iron.	Clothing.	Cottons.	Woolens.
July 4,..... 1789 ..	gallon, 10 c. ..	10 p. c.	.. 10 p. c. ..	1 c. lb. ..	2½ c. lb. ..	5 p. c. ..	5 p. c. ..	5 p. c. ..	7½ p. c. ..	5 p. c. ..	5 p. c.
August 10,.... 1790 ..	" 15 " ..	12½ "	.. 12½ "	.. 1½ "	.. 4 "	.. 5 "	.. 7½ "	.. 7½ "	.. 7½ "	.. 7½ "	.. 7½ "
May 2,..... 1792 ..	" 28 " ..	15 "	.. 15 "	.. 1½ "	.. 4 "	.. 10 "	.. 10 "	.. 10 "	.. 10 "	.. 10 "	.. 10 "
June 7,..... 1794 ..	" 28 " ..	20 "	.. 15 "	.. 1½ "	.. 4 "	.. 15 "	.. 15 "	.. 15 "	.. 10 "	.. 15 "	.. 15 "
March 3,..... 1797 ..	" 29 " ..	20 "	.. 15 "	.. 2½ "	.. 5 "	.. 15 "	.. 15 "	.. 15 "	.. 10 "	.. 15 "	.. 15 "
March 26,.... 1804 ..	" 29 " ..	22½ "	.. 17½ "	.. 2½ "	.. 5 "	.. 17½ "	.. 17½ "	.. 17½ "	.. 12½ "	.. 20 "	.. 17½ "
July 1, 1812, all } duties doubled.	" 60 " ..	40 "	.. 30 "	.. 5 "	.. 10 "	.. 30 "	.. 30 "	.. 30 "	.. 25 "	.. 40 "	.. 30 "
April 27,.... 1816 ..	" 42 " ..	20 "	.. 20 "	.. 3 "	.. 5 "	.. 20 "	.. 20 "	.. \$30 ton. ..	30 "	.. 25 "	.. 25 "
May 22,.... 1824 ..	" 42 " ..	30 & 3 c. lb. ..	.. 20 "	.. 3 "	.. 5 "	.. \$10 ton. ..	25 "	.. \$30 "	.. 30 "	.. 25 "	.. 20 "
May 19,.... 1828 ..	" 57 " ..	30 " 3 "	.. 20 "	.. 3 "	.. 5 "	.. \$12½ "	.. 25 "	.. \$36 "	.. 50 "	.. 25 "	.. 45 "
July 14,.... 1832 ..	" 57 " ..	30 " 3 "	.. 20 "	.. 2½ "	.. free.	.. \$10 "	.. 25 "	.. \$30 "	.. 50 "	.. 25 "	.. 50 "
March 2,.... 1833*											
September 11, 1841 ..	p. c. 20 ..	20 p. c.	.. 20 "	.. 20 p. c. ..	"	.. 20 p. c. ..	20 "	.. 20 p. c. ..	20 "	.. 20 "	.. 20 "
August 30,.... 1842 ..	gallon, 60 " ..	30 & 6 c. lb. ..	.. 30 "	.. 2½ c. lb. ..	"	.. \$9 ton. ..	30 "	.. \$25 ton. ..	50 "	.. 30 "	.. 40 "
August 6,.... 1846 ..	p. c. 100 ..	40 p. c.	.. 30 "	.. 30 p. c. ..	"	.. 30 p. c. ..	30 "	.. 30 p. c. ..	30 "	.. 25 "	.. 30 "
March 8,.... 1857 ..	" 30 ..	30 "	.. 24 "	.. 24 "	"	.. 24 "	.. 24 "	.. 24 "	.. 24 "	.. 19 "	.. 24 "
March 2,.... 1861 ..	gallon, 40 " ..	30 "	.. 30 "	.. ½ c. lb. ..	"	.. \$6 ton. ..	30 "	.. \$15 ton. ..	30 "	.. 30 "	25 & 12 c. lb.
August 5,.... 1861 ..	" 50 " ..	30 "	.. 30 "	.. 2 "	.. 4 c. lb. ..	.. \$6 "	.. 30 "	.. \$15 "	.. 30 "	.. 30 "	25 & 12 "

* Where the duty exceeds 20 per cent., the excess to be reduced biennially until the excess should cease, 1843.

CHAMBERS OF COMMERCE AND BOARDS OF TRADE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. PROSPER M. WETMORE offered the following:

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

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

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

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

	<i>Silver.</i>		<i>Gold.</i>		<i>Total.</i>
1860, 4th quarter,.....	\$ 216,472	..	\$ 11,818,605	..	\$ 12,035,077
1861, 1st "	452,118	..	17,882,427	..	18,334,545
" 2d "	792,647	..	21,959,126	..	22,751,773
" 3d "	1,019,000	..	16,128,000	..	17,147,000

Total deposits from October 1,
1860, to September 30, 1861, \$ 2,480,237 .. \$ 67,788,158 .. \$ 70,268,395

BULLION TRANSMITTED TO UNITED STATES MINT FOR COINAGE.

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

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

The resolution was adopted.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LETTER FROM PROFESSOR LIEBER.

New-York, September 13, 1861.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FRANCIS LIEBER.

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

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

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

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

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

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

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

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

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

J. SMITH HOMANS, *Secretary.*

THE NEW-YORK PRODUCE EXCHANGE.

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

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

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

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

JOURNAL OF NAUTICAL INTELLIGENCE,

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

AMERICAN SHIPMASTERS' ASSOCIATION.

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

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

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

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

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

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

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

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

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

RULES OF THE COUNCIL OF THE SHIPMASTERS' ASSOCIATION.

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

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

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

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

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

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

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

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

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

OFFICERS OF THE SHIPMASTERS' ASSOCIATION.

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

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

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

BRITISH STEAM VESSEL FOR CHINA.

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

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

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

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

THE PACIFIC STEAM NAVIGATION COMPANY.

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

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

AN INCIDENT OF THE SEA.

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

THE DIRECT ROUTE TO LIVERPOOL.

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

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

AUSTRALASIA.

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

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

THE SANDWICH ISLANDS.

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

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

NEW LIGHT-HOUSES.

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

The light-tower is forty-eight feet high, the lower half of which will be painted black and the upper half white. From the light-house, Noah's Ark bears S. 56° W. $\frac{1}{4}$ miles, and the Dock-yard clock W. by N. 1.65 mile.

N. N. E. $\frac{3}{4}$ E. 2 $\frac{1}{4}$ cables from the light-house, lies the *Castor Rock*, with only fifteen feet on it at low water, springs. Its position is marked by a beacon, with a flag, having the word "rock" painted on it. There are patches of nineteen and twenty-four feet between the Castor Rock and the light-house, which renders it necessary for large ships to give the light-house a berth of at least three and a half cables, when passing to the N. E., before hauling in for Simon's Bay.

In sailing for Simon's Bay, by keeping the light-house in line with Elsey Peak, bearing N. $\frac{1}{4}$ W., a ship will pass midway between the Whittle Rock and Miller's Point.

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

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

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

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

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

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

Cape of Good Hope, Simon's Bay—Revolving light on Roman Rocks.—On and after the 16th day of September, 1861, a light will be exhibited from the light-house recently erected on the Roman Rocks, near the western shore of False Bay, Cape of Good Hope, South Africa. The light will be a *revolving* white light, showing a bright face for the space of twelve seconds every half minute. It will be placed 54 feet above the mean level of the sea, and in clear weather should be seen from the deck of a vessel at a distance of 12 miles. The illuminating apparatus is catoptric or by reflectors of the third order. The light-house is circular, of iron, and 48 feet high; the lower half will be painted black, the upper half white. Its position is lat. $34^{\circ} 10' 45''$ S., long. $18^{\circ} 27' 30''$ east from Greenwich. Noah's Ark Rock bears from it S. W. by W. three-quarters of a mile, and the Dock-yard clock W. by N. $1\frac{1}{4}$ mile. The

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

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

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

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

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

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

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

- " $7\frac{1}{16}$ miles E. by N. $\frac{1}{2}$ N. from Owen Island, off Lord's River.
 - " $5\frac{1}{16}$ " E. by N. $\frac{1}{4}$ N. " the extreme of the Break Sea Isles.
 - " $3\frac{1}{16}$ " E. by S. $\frac{1}{2}$ S. " Wreck Reef, off Port Adventure.
 - " $7\frac{1}{16}$ " S. E. $\frac{1}{2}$ E. " East Head, north of Port Adventure.
- " Or, in latitude $47^{\circ} 7' 35''$ S., and longitude $168^{\circ} 21' 35''$ E.

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

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

IRON-PLATED SHIPS.

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

COMMERCIAL REGULATIONS.

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

AN ACT TO CONFISCATE PROPERTY USED FOR INSURRECTIONARY PURPOSES.

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

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

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

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

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

Approved, August 6, 1861.

CONFISCATION OF VESSELS.

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

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

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

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

COMMERCIAL TREATY BETWEEN FRANCE AND ITALY.

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

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

TREATY BETWEEN RUSSIA AND CHINA.

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

FREE IMPORTATIONS.

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

THE ANGLO-FRENCH COMMERCIAL TREATY.

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

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

TREATY WITH TURKEY.

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

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

HOLLOW WARE.

Treasury Department, July 12, 1861.

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

The appellants claim entry at the rate of $2\frac{1}{2}$ cents per pound, as being provided for in section 7, under the classification of "hollow ware, glazed or tinned."

The articles in question it appears are returned by the appraisers at your port as composed of "metal, and hollow, but not castings of iron." The provision under which the importers claim to enter at a duty of $2\frac{1}{2}$ cents per pound refers, in my opinion, to hollow ware, being a casting of iron, and does not embrace hollow ware of any other description. Being excluded from that classification, the wares in question would fall under the provision to which you referred them on the entry, viz.: "Manufactured, articles, vessels and wares, not otherwise provided for, of brass, copper, gold, iron, lead, pewter, platina, silver, tin or other metal, or of which either of these metals, or any other metal, shall be the component material of chief value," and your decision assessing duty at the rate of 30 per centum *ad valorem* is affirmed.

I am, very respectfully,

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

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

WOOLLEN CARD CLOTH.

Treasury Department, July 29, 1861.

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

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

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

Your assessment of duty at those rates is affirmed.

I am, very respectfully,

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

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

PRINTED COTTON HANDKERCHIEFS.

Treasury Department, September 10, 1861.

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

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

These goods are in pieces of several dozens in length.

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

I am, very respectfully,

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

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

MARINE LOSSES FOR JUNE, 1861.

DATE.	STEAMERS.	MASTERS.	TONS.	WHERE BUILT.	YEAR.	HAIL FROM.	WHERE FROM.	WHERE TO.	DISASTERS.	LOSS ON VESSEL.	LOSS ON CARGO.	TOTAL LOSSES.
15 Canadian, (Br.)	Graham,		2000	Greenock,	1860	Liverpool,	Quebec,	Liverpool,	Tot. loss: sk by ice in St. Lawrence, June 4,	\$ 350,000	\$ 40,000	\$ 390,000
18 Tulu, (Br.)	Goodwin,		422	Glasgow,	1857	Glasgow,	New-York,	Kingston, Ja.,	Total loss at Port Morant, Jan., May 28,	75,000	60,000	135,000
									2 Steamers, ...	\$ 425,000	\$ 100,000	\$ 525,000
									Totals,			
SHIPS.												
4 Beisy Williams,	Nickerson,		400	Stonington	1846	New-Bedford,	Manzanilla,	New-York,	On Ridding Rocks, off and at Nassau, May 5,	\$ 6,000	\$ 5,000	\$ 11,000
25 Dashaway,	Wedge,		1012	Hallowell, Me.	1854	Hallowell,	Baltimore,	Calcutta,	Put back to Baltimore, leaky, June 24,	6,700	3,000	9,700
8 Equal Rights,	G.W. Collier		850	Black Rock,	1861	New-York,	New-York,	Bristol, Eng.,	Put into St. Thomas, leaky, May 15,	4,600	3,400	8,000
24 Masonic,	Sebart,		489	Richmond,	1847	Bath,	New-Orleans,	Liverpool,	Put into St. Thomas, leaky, May 23,	3,700	2,600	6,300
4 Vesper,	G.W. Bailey,		321	Newbury,	1827	New-London,	New-London,	Whaling,	Condemned at Honolulu, March 26,	10,000	.....	10,000
									5 Ships, ...	\$ 31,000	\$ 14,000	\$ 45,000
									Totals,			
BARKS.												
14 Coronet, (Br.)	Brown,		871	Miramichi,	1860	Miramichi,	Savannah,	Liverpool,	Total loss at Hunting Islands, May 20,	\$ 40,000	\$ 25,000	\$ 65,000
12 Cornelia,	Barton,		306	Eastport,	1849	New-York,	Havana,	Cardenas,	Total loss on Key Pedro, June,	8,500	.....	8,500
6 Caroline Ellems,	Ellems,		395	Rockland,	1855	Rockland,	Pensacola,	Cienfuegos,	Total loss on Jardinallis Bank, May 13,	15,000	3,000	18,000
10 Emma Eliose, (P.)	Healy,		365	Memel,	1856	Memel,	Madeira,	Baltimore,	Total loss on Cape Hatteras, June 2,	17,000	80,000	47,000
14 Edward, (Br.)	Tucker,		627	Quebec,	1849	Liverpool,	Darlen,	Savannah,	Abandoned near St. Helena, June 6, ar. N. Y.,	2,000	.....	2,000
4 Johan, (Br.)	Clase,		430	Nova Scotia,	1849	Liverpool,	Havana,	Queensdown,	Abandoned at sea, April 18,	9,000	6,000	15,000
22 Mary E. Barney,	Robbins,		280	Warren, R. I.,	1852	Fall River,	Sagua,	Falmouth, E.,	Put into Bermuda, June 16,	4,000	8,700	7,700
15 Mary Sawyer,	Barlett,		305	Wells, Me.,	1853	Wells,	Buenos Ayres,	New-York,	Abandoned on West Bank, N. Y. Bay, June 14,	3,500	6,000	9,500
15 Sarah Sheaf,	Chase,		402	Portsmouth,	1824	Boston,	Havana,	Cork,	Put into Baltimore in dis., June 14, (cond.)	7,500	9,000	16,500
30 Tanaro,	Berry,		499	Bath, Me.,	1851	Bath,		Cronstadt,	On fire and sunk at Cronstadt, June 13,	8,500	.....	8,500
									10 Barks, ...	\$ 115,000	\$ 83,700	\$ 198,700
									Totals,			
BRIGS.												
15 Alpine,	Killman,		249	Frankfort, Me.	1858	Frankfort,	New-Orleans,	Bordeaux,	Put into Newport, leaky,	\$ 4,500	\$ 3,000	\$ 7,500
14 Bodulin, (Br.)	McKenzie,		293	New-Glasgow	1835	New-Glasgow	New-York,	Galway,	Abandoned at sea, April,	11,000	15,000	26,000
8 Borneo,	Norton,		190	Bristol, Me.	1851	Jacksonville,	Minatitan,	Hamburg,	Put into Key West, leaky, May 18,	3,700	2,500	6,200
26 Com. Stewart,	Wilson,		157	Harpwell,	1847	Harpwell,	Portland,	Pictou, N. S.,	Total loss on White Head Island, June 10,	4,000	.....	4,000
8 Franklin, (Br.)	Chisholm,		172	Maitland, N. S.	1855	Maitland,	Matanzas,	New-York,	Total loss on Conch Reef, May 21,	5,000	2,500	7,500
12 Jaffa, (Br.)	Douglas,		189	Maitland, N. S.	1858	Maitland,	Sydney, C. B.,	New-York,	Total loss on Nantucket Island, June 8,	3,700	8,700	7,700
2 Lind, (Dan.)	Petersen,		235	Westarvick,	1840	Westarvick,	New-York,	Liverpool,	Missing since December 26, 1850,	5,500	9,000	14,500
6 Milton,	Hoyt,		152	New-Bedford,	1844	Boston,	Marselles,	Boston,	Condemned at Gibraltar, May 14th,	6,000	4,000	10,000
									8 Brigs, ...	\$ 43,400	\$ 40,000	\$ 83,400
									Totals,			

MARINE LOSSES FOR JULY, 1861.

SCHOONERS.																				
DATE.	STEAMERS.	MASTER.	TONS.	WHERE BUILT.	YEAR.	HAIL FROM.	WHERE FROM.	WHERE TO.	DISASTERS.	LOSS ON VESSEL.	LOSS ON CARGO.	TOTAL LOSSES.								
1	E. M. Healey,.....	Healey,	259	Mauricetown,	1860	Greenwich,	Cardenas,	Portland,	Put in Holmes' Hole, leaky, May 29,	\$ 500	.....	\$ 500								
22	Envy,.....	Low,	110	Damariscotta,	1849	Boston,	Bangor,	New-York,	Put in Boston, leaky, June 20,	900	.....	900								
4	J. J. Spencer,.....	A. Dole,	254	Bridgton, N.J.,	1855	Camden, N. J.,	New-Orleans,	Bordeaux,	Put in Philadelphia, leaky, May 20,	1,800	\$ 2,000	\$ 3,800								
17	Mary Ann,.....	Morris,	126	Morrilton,	1847	Morrilton,	Hillsboro, N.B.	New-York,	Total loss at Overall, Del. Bay,	1,000	.....	1,000								
5	Medora,.....	L. Rhoades,	240	Cornwalls,	1860	Cornwalls,	New-York,	Portland,	Abandoned, lat. 40 15, lon. 69 36, May 28,	10,000	3,000	13,000								
2	N. & D. Scudder,.....	Pinekey,	99	Bucksport,	1848	Rockwall,	Barnstable,	Fishing,	Col. schr. Tarquin, and sunk, June 2,	1,000	4,000	5,000								
4	Sarah H. Sears,.....	AEGoodsell,	175	Fairhaven,	1859	New-Haven,	New-York,	New-York,	Put in Liverpool, N. S., leaky, May 15,	1,200	.....	1,200								
19	Sea Breeze, (Br.).....	R. Wilson,	192	Hopewell, N.B.	1860	St. Johns, N.B.	Matanzas,	New-York,	Aband. 18 m. from Harbor Island, May 18,	12,500	12,000	24,500								
13	Woodpecker, (Br.).....		175	London,	1860	London,	Columbia R.,	Victoria,	Put in St. Thomas leaky, (2d day), June 10,	5,000	4,000	9,000								
Totals,										\$ 43,700	\$ 27,700	\$ 71,400								
10 Schooners,.....										\$ 43,700	\$ 27,700	\$ 71,400								
DATE.	STEAMERS.	MASTER.	TONS.	WHERE BUILT.	YEAR.	HAIL FROM.	WHERE FROM.	WHERE TO.	DISASTERS.	LOSS ON VESSEL.	LOSS ON CARGO.	TOTAL LOSSES.								
3	Cataline,.....	Jas. Colory,	150	New-York,	185	New-York,	Fort. Monroe,	In port,	Total loss by fire in Hampton Roads,	\$ 25,000	.....	\$ 25,000								
1	Jno. E. Thompson,.....	St. John,	115	Baltimore,	1852	Philadelphia,	New-York,	Baltimore,	S'k by wreck of John Truck, Phil. June 28,	1,800	.....	1,800								
6	New World,.....		New-York,	185	New-York,	New-York,	New-York,	Albany,	Struck sunk, barge, sunk near Stuyvesant,	10,000	.....	10,000								
22	Potomaska,.....	Nye,	257	Hoboken,	1854	New-Bedford,	Portland,	New-York,	Ashore on Bears' Sh'l, Monomey, July 18,	2,600	.....	2,600								
Totals,										\$ 39,400	\$ 10,000	\$ 49,400								
4 Steamers,.....										\$ 39,400	\$ 10,000	\$ 49,400								
SHIPS.																				
20	Argonaut,.....	Norton,	570	Medford,	1849	Boston,	Boston,	Shanghai,	Tw'd in Singapore May 19, col. with St. M.	\$ 5,000	.....	\$ 5,000								
30	Alfred Hill,.....	Morse,	549	Chelsea,	1854	Bath, Me.,	Boston,	Hong Kong,	Lost on the Praia Shoals, May 15,	25,000	.....	25,000								
9	Edgar Stringer,.....	Wood,	1852	Bath, Me.,	1854	Newport, E.,	Newport, E.,	Madras,	Sunk 175 miles S.E. Pernambuco, May 29,	52,000	63,500	115,500								
11	Emily Furnum,.....	Simons,	1119	Portland,	1854	London,	Portland,	Calcutta,	Ashore 30 miles N. Pernambuco, June 8,	1,000	.....	1,000								
17	Ethan Allen,.....	Limburg,	556	East Boston,	1853	Boston,	Cronstadt,	Boston,	Put into Elmore in distress, June 29,	6,000	2,000	8,000								
4	Elizabeth Kimball,.....	Wilson,	608	Beverly, Mass.,	1853	Beverly, Mass.,	Callao,	Cork,	Put into Valparaiso in distress, June 29,	7,600	.....	7,600								
18	Golden Rocket,.....	Powers,	1225	Rockland,	1858	Bangor, Me.,	Havana,	Cienfuegos,	Total loss, burnt by privateer Jeff. Davis,	35,000	.....	35,000								
20	J. Wakefield,.....	Howes,	1637	Rockland,	1855	Bangor, Me.,	Cardiff,	Shanghai,	Put into Queenstown, leaky, June 26,	3,700	.....	3,700								
6	Lawson,.....	Boyle,	1637	Rockland,	1855	Bangor, Me.,	Cardiff,	Toulon,	Total loss by fire at Toulon,	80,000	18,000	98,000								
29	Live Yankee,.....	Boyle,	592	Wiscasset,	1847	Liverpool, E.,	Liverpool,	Kurrachee,	Lost on the Brazilian coast, June 26,	65,000	10,000	75,000								
31	Elizabeth Carle, (Br.).....	Merrill,	496	Medford,	1840	Princeton, N. B.	St. Johns, N. B.	Baltimore,	Ashore in Chesapeake B., July 25, tot. loss	10,000	3,000	13,000								
10	Middlesex, (Br.).....	Davison,	855	Guernsey,	1845	England,	Tome,	Liverpool,	Put into Halifax, leaky, June 24,	3,500	1,000	4,500								
22	Sunshine, (Br.).....	Pearson,	1198	Portsmouth,	1855	Newburyport,	London,	Calcutta,	Put in Falkland Is., fore c'mpr't full wat'r,	6,000	10,000	16,000								
82	Star of Hope,.....		1198	Portsmouth,	1855	Newburyport,	London,	Calcutta,	Abandoned at sea, June 15,	50,000	60,000	110,000								
20	Wm. Withered,.....	Atwood,	875	Castine, Me.,	1851	Castine,	Boston,	London,	Put in Portland, July 29, lost topmasts, &c	1,200	.....	1,200								
Totals,										\$ 301,000	\$ 212,500	\$ 513,500								
15 Ships,.....										\$ 301,000	\$ 212,500	\$ 513,500								
Totals,										\$ 301,000	\$ 212,500	\$ 513,500								

MARINE LOSSES FOR JULY, 1861. (CONTINUED.)

DATE.	BARKS.	MASTER.	TONS.	WHERE BUILT.	TRAB.	HAIL FROM.	WHERE FROM.	WHERE TO.	DISASTERS.	LOSS ON VESSEL.	LOSS ON CARGO.	TOTAL LOSSES.
20	Arcle.	Cutler.	450	Richmond.	1851	Boston.	Liverpool.	Havana.	Ash. Chesapeake Snd, July 8, Nassau, c.	\$ 16,000	\$ 10,000	\$ 26,000
26	Edward Hill.	H. Avery.	499	Warren, R. I.	1856	Newbury.	Boston.	New-York.	Burnt at Boston, July 4.	2,500	.....	2,500
24	Iola Wylo.	Patterson.	855	Warren, Me.	1856	Warren, Me.	Bordeaux.	Hussan.	Collided and sunk, July 6, total loss.	17,500	26,000	43,500
17	J. Cockrell. (Br.)	Ambrase.	938	Sunderland.	1851	London.	New-York.	London.	Put back to N. Y., 180 m. E. Sandy H., l'ky.	6,000	7,500	13,500
4	Mystery.	Taylor.	928	Durham Mass	1854	Boston.	Boston.	In port.	Burnt at Boston, July 4.	14,000	.....	14,000
20	Mary R. Barney.	Robins.	280	Warren, R. I.	1854	Fall River.	Havana.	Falmouth, E.	Put into Bermuda in distress, June 8.	2,500	3,000	5,500
13	Sarah Sheaf.	Chase.	402	Portsmouth, N. H.	1824	Boston.	Buenos Ayres.	Cork.	Put into Baltimore in distress, condemned	7,500	6,000	13,500
16	Young Greek.	Taylor.	460	Medford.	1855	Caldera.	Caldera.	Baltimore.	Ashore on Wolf Trap, Chesapeake B. (off.)	1,000	2,500	3,500
8 Barks,.....Totals,										\$ 67,000	\$ 55,000	\$ 122,000
BRIGS.												
12	Altevela.	Reed.	198	Seasport, Me.	1838	Seasport.	Trinidad.	Philadelphia.	Ashore near Cape Henlopen.	\$ 1,800	\$ 2,000	\$ 3,800
27	Creole. (Br.)	Robinson.	236	E. Boston.	1850	Belize, Hond.	New-York.	Belize.	Abd. in hurricane, lat. 31 28, long. 72 12.	9,000	10,000	19,000
23	Costa Rica.	Chapman.	273	Portsmouth.	1857	New-York.	Philadelphia.	Havana.	Put back to Philadelphia, cond. and sold.	2,500	.....	2,500
22	Elizabeth. (Br.)	Sturtevant.	300	Sarrento.	1854	New-York.	Kingston, Ja.	New-York.	On fire off Cuba, condemned.	3,700	6,000	9,700
4	Errichita. (Ital.)	M. Russo.	390	Prospect, Me.	1854	Prospect.	Boston.	In port.	On fire, foot Clinton-st., East River, July.	8,000	2,000	10,000
17	Gloria. (Br.)	Herriman.	235	Uckermunde.	1858	Jersey.	Boston.	Baltimore.	Burnt at Boston, July 4.	10,000	5,000	15,000
4	H. Matthews.	Leecroix.	240	Seasport.	1849	Boston.	Rio Janeiro.	In port.	Ashore near Carrizuela, N. C., July 4, con.	1,000	.....	1,000
17	John Jeffrey.	Lampher.	195	Bangor.	1849	Bangor.	Boston.	Rio Grande.	Abd. in gale, stove alley, cabin doors.	1,000	.....	1,000
13	J. Nickerson.	Evans.	300	New-London.	1847	Boston.	Lisbon.	Rio Grande.	Ashore on Pata Luena Reef, total loss.	8,500	7,000	15,500
3	Julia.	Phinney.	108	Medford.	1861	New-York.	Aspinwall.	Fryal.	Put into Fayal leaky, July 4.	15,000	.....	15,000
2	Medford.	Cook.	298	Prospect, Me.	1855	Stockton.	Boston.	New-York.	Burnt at Boston, July 4.	7,000	.....	7,000
13	Orelia.	Page.	176	St. Peters Bay.	1851	St. N. S.	St. Jago, Cuba.	New-York.	Ashore at Bird Rock, May 8, condemned.	7,500	16,000	23,500
20	Ornen.	Hansen.	264	Risoor.	1850	Norway.	Montreal.	Brisol, Eng.	Col. and sunk, June 23.	8,000	7,000	15,000
26	S. P. Brown.	Hammond.	151	Orland.	1850	Newport, R. I.	Liverpool.	Providence.	Put into Queenstown for repairs.	800	.....	800
16 Brigs,.....Totals,										\$ 94,400	\$ 55,000	\$ 149,400
SCHOONERS.												
26	Benl. S. Wright.	Brown.	120	Frankfort.	1859	Frankfort.	Gloucester.	Fishing.	Put into Gloucester for rep., col. July 23.	\$ 600	.....	\$ 600
27	Boduch.	Perkins.	97	Castine, Me.	1858	Castine, Me.	New-York.	St. Ann's Bay.	Abandoned in a hurricane, July 10.	3,000	9,000	12,000
26	Chas. S. Carstairs.	Naylor.	254	Pocomoc.	1854	Philadelphia.	Boston.	Philadelphia.	Ashore on Rainford Island Rocks, (off.)	3,700	2,000	5,700
1	Christiana Keen.	Slacey.	213	Perth Amboy.	1857	Perth Amboy.	Boston.	.....	Total loss, burnt by secessionists.	9,000	.....	9,000
4	Dashaway.	Littlefield.	177	Surrey, Me.	1855	Surrey, Me.	Boston.	In port.	Burnt at Boston, July 4.	7,500	.....	7,500
4	Energy.	J. Mitchell.	67	Maine.	1859	St. Georges, Me.	St. Georges, Me.	Boston.	Missing since May 27.	1,500	.....	1,500
9	Emily C. Horton.	Demling.	110	Cape May.	1846	New-York.	Port Ewing.	New-Bedford.	Col. with Str. Metropolis, sunk, July 7.	750	.....	750

20	Envoy,.....	Low,	110 Damariscotta,	1840 Boston,	New-York,	Boston,	Springaleak, ash, Vineyard Id., July 17,	\$ 1,000	\$ 2,600	\$ 3,600
18	Exchange,.....	Fuller,	110 N. Providence,	1840 Baltimore,	Rio Grande,	New-York,	Put in Rio Janeiro, leaky, June 4, cond.,	1,200	1,000	2,200
4	F. A. Hawkins,.....	Mayo,	129 N. York, L. I.,	1848 Eastham,	Boston,	In port,	Burnt at Boston, July 4,	3,000	.....	3,000
22	George S. Green,.....	Cobb,	281 Wilmot,	1858 Wellfleet,	Boston,	Philadelphia,	Col. July 19, lost jacksays, davits & boat,	500	.....	500
15	Gen. Vazez,.....	Gallagher,	132 Hampden,	1851 Port au Prince	Boston,	Philadelphia,	Total loss at Bird Rock, June 28,	4,500	8,000	12,500
20	Gertrude Horton,.....	Fandillon,	135 Rockland,	1846 Rockland, Me.	Trenton, Me.,	Portsmouth,	Condemned at Gibraltar, June 12,	1,000	.....	1,000
13	Harriet Home,.....	Foung,	147 Trenton, Me.,	1854 Trenton,	Glooucester,	Gibraltar,	Collision, lost chainplates, rail, &c.,	250	.....	250
40	Harriet Home,.....	Fordes,	90 Essex, Mass.,	1856 Gloucester,	Philadelphia,	Key West,	Put back, damaged in hurricane, July 28,	.....	.....	1,800
27	June A. Baker,.....	Hoddy,	270 New-Jersey,	1854 Philadelphia,	Mobile,	Boston,	Burnt at Boston, July 4,	6,500	.....	6,500
4	M. A. McNell,.....	Kelly,	280 Camden, N. J.,	1858 Boston,	Turk's Island,	Boston,	Put back to Grand Turk, cond. and sold,	1,000	800	1,800
31	Nerissa,.....	Rags,	96 Baltimore,	1849 Hingham,	Bridge'n, N.S.,	Boston,	Missing since April 5,	1,600	400	2,000
8	Only Son,.....	Jas. Frazer,	138 Barnstable,	1838 Belfast,	Penobscot Riv	Salem,	Ashore at Hampden,	500	.....	500
6	Red Rover,.....	Raker,	90 Kingston,	1840 Philadelphia,	Philadelphia,	Fishing,	Ashore at Block Island, July 10, (off,	600	.....	600
86	Rachel S. Miller,.....	Henderson,	195 Philadelphia,	1857 Gloucester,	Glooucester,	Put into New-York in distress,	Missing since June 16,	3,000	.....	3,000
23	Rodolph,.....	Rambrick,	183 Essex,	1857 Gloucester,	Baltimore,	Kennebunk,	Put into New-York in distress,	1,700	.....	1,700
26	Seely,.....	Sofford,	158 Currituck,	1853 Baltimore,	Elizabethport,	Providence,	Total loss at Walch Hill, July 15,	1,200	400	1,600
23	Stonyark Packet,.....	Buckley,	199 Greenport,	1859 Greenport,	Matanzas,	Falmouth, E.	Put into Halifax, July 21, foremast sprung	1,200	.....	1,200
27	Tamallina,.....	Walls,	233 Ellsworth,	1857 Ellsworth,	Trinidad, Cuba	Cork,	At Boston in distress, and burnt July 4,	9,000	.....	9,000
4	Valorous, (Br.).....	Wilson,	100 Lunenburg,	1860 Lunenburg,	Cienfuegos,	Halifax,	Ashore on the Isle of Pines, June 27,	1,500	2,000	4,100
26 Schooners,.....Totals,								\$ 71,150	\$ 27,050	\$ 98,200

RECAPITULATION OF LOSSES FOR THE YEAR 1861.

NO. OF DISAS.	APRIL, 1861.	LOSS ON VESSEL AND FREIGHT.	LOSS ON CARGO.	TOTAL.	NO. OF DISAS.	MAY, 1861.	LOSS ON VESSEL AND FREIGHT.	LOSS ON CARGO.	TOTAL.
4	Steamers,.....	\$ 23,500	\$ 24,000	\$ 47,500	5	Steamers,.....	\$ 307,000	\$ 153,000	\$ 460,000
25	Ships,.....	432,300	354,500	786,800	26	Ships,.....	568,000	1,096,500	1,664,500
20	Barks,.....	168,300	179,600	347,900	16	Barks,.....	181,800	187,100	368,900
30	Brigs,.....	66,700	130,100	196,800	17	Brigs,.....	120,200	127,700	247,900
42	Schooners,.....	87,900	151,250	239,150	32	Schooners,.....	67,300	66,000	133,300
111		\$ 773,100	\$ 839,450	\$ 1,612,550	96		\$ 1,189,300	\$ 1,636,300	\$ 2,825,600
JUNE, 1861.									
2	Steamers,.....	\$ 425,000	\$ 100,000	\$ 525,000	4	Steamers,.....	\$ 39,400	\$ 10,000	\$ 49,400
5	Ships,.....	31,000	14,000	45,000	15	Ships,.....	301,000	212,500	513,500
10	Barks,.....	113,000	83,700	196,700	8	Barks,.....	67,000	55,000	122,000
8	Brigs,.....	44,000	40,000	84,000	16	Brigs,.....	94,400	55,000	149,400
10	Schooners,.....	48,700	27,700	76,400	26	Schooners,.....	71,150	27,050	98,200
45		\$ 653,100	\$ 265,400	\$ 918,500	69		\$ 572,950	\$ 329,550	\$ 902,500

RAIL-ROAD AND TELEGRAPH STATISTICS.

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

THE RUSSIAN PACIFIC TELEGRAPH.

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

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

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

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

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

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

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

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

BRITISH RAILWAY STATISTICS.

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

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

IMPORTANT TO RAILWAY COMPANIES.

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

STEAM ON COMMON ROADS.

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

EUPHRATES VALLEY—THE ROUTE TO INDIA.

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

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

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

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

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

THE TELEGRAPH TO THE PACIFIC.

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

THE ATLANTIC CABLE.

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

THE MALTA AND ALEXANDRIA CABLE.

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

STATISTICS OF TRADE AND COMMERCE.

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

THE LAKE TRADE.

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

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

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

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

"Treasury Department, August 16, 1861.

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

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

"I am, very respectfully,

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

COMMERCE OF BUFFALO.

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

	1859.		1860.		1861.
Flour,.....bbls.	236,399	....	194,092	....	328,611
Wheat,.....bush.	1,600,856	....	4,803,939	....	3,983,612
Corn,.....bush.	290,148	....	1,316,342	....	4,741,141
Oats,.....bush.	148,961	....	133,209	....	336,801
Barley,.....bush.	18,906	....	69,098	....	8,673
Rye,.....bush.	27,710	....	2,535	....	29,593
Totals grain one month,	2,086,575	....	6,325,123	....	9,099,820

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

	1859.		1860.		1861.
Flour,.....bbls.	876,934	....	729,322	....	1,338,414
Wheat,.....bush.	3,571,402	....	9,772,250	....	15,539,364
Corn,.....bush.	2,393,977	....	9,995,763	....	15,227,596
Oats,.....bush.	725,297	....	857,832	....	1,643,024
Barley,.....bush.	78,343	....	78,766	....	115,098
Rye,.....bush.	40,264	....	35,667	....	268,193
Total grain,.....	6,809,283	....	20,690,178	....	32,793,275

THE CORK TRADE.

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

THE TRADE OF TURKEY.

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

**EXPORTS FROM PENANG TO THE UNITED STATES,
FOR THE YEARS 1859 AND 1860.**

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

TRADE AND NAVIGATION OF FRANCE.

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

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

The returns relating to shipping give the following results:

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

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

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

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

THE LINEN TRADE.

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

To	1859.	1860.	1861.
Hanse Towns,.....yards,	3,583,366	5,154,565	5,560,246
United States,.....	31,170,751	23,815,079	12,059,993
Cuba,.....	5,188,146	4,022,631	4,431,291
St. Thomas,.....	933,044	707,005	1,709,607
Brazil,.....	4,909,415	4,544,674	4,688,841
British West Indies,.....	1,770,583	2,469,916	2,336,941
British East Indies,.....	1,392,850	1,336,577	1,453,381
Australia,.....	1,920,652	2,612,291	2,134,231
Other countries,.....	14,738,163	17,102,190	26,478,059
Total yards,.....	65,606,970	60,764,918	60,852,590

CHINA TRADE.

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

THE TOBACCO TRADE.

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

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

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

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

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

PHILADELPHIA GRAIN MARKET.

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

PRICE OF POTATOES FROM 1854 TO 1861.

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

AVERAGE PRICE OF POTATOES PER BUSHEL.

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

BANGOR LUMBER MARKET.

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

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

LAKE RECEIPTS OF BREADSTUFFS.

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

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

BREADSTUFFS IN FRANCE.

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

COMMERCIAL CHRONICLE AND REVIEW.

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

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

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

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

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

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

	1859. <i>April 15.</i>	1860. <i>April 25.</i>	1861. <i>May 1.</i>
CANAL OPEN,.....			
Flour,..... bbls.,	860,000 ..	739,100 ..	871,700
Wheat,..... bushels,	1,745,100 ..	10,393,600 ..	18,174,000
Corn,.....	2,379,000 ..	12,020,900 ..	16,673,200
Barley,..... "	670,900 ..	942,800 ..	522,300
Rye,.....	176,700 ..	213,800 ..	536,200
Oats,.....	8,425,500 ..	4,758,800 ..	3,806,100

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

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

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

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

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

FOREIGN IMPORTS AT NEW-YORK IN SEPTEMBER.

ENTERED.	1858.	1859.	1860.	1861.
For consumption,..	\$11,180,523 ..	\$12,470,440 ..	\$11,516,187 ..	\$8,106,298
For warehousing,..	2,900,700 ..	2,177,966 ..	2,835,784 ..	1,890,766
Free goods,.....	1,253,829 ..	1,810,626 ..	2,652,332 ..	1,577,385
Specie and bullion,	138,243 ..	184,553 ..	255,695 ..	1,231,012
Total entered,...	\$15,473,295 ..	\$16,643,585 ..	\$16,260,450 ..	\$7,305,461
Withdrawn,.....	2,905,062 ..	2,898,441 ..	4,007,272 ..	2,938,464

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

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

ENTERED.	1858.	1859.	1860.	1861.
For consumption,..	\$76,582,434 ..	\$144,397,670 ..	\$129,786,408 ..	\$41,657,913
For warehousing,..	20,232,150 ..	28,351,768 ..	32,395,925 ..	34,492,899
Free goods,.....	16,552,095 ..	23,180,678 ..	21,469,063 ..	23,651,574
Specie and bullion,	2,021,173 ..	1,834,054 ..	1,147,633 ..	35,186,730
Total entered,...	\$115,387,852 ..	\$197,744,170 ..	\$184,799,029 ..	\$134,989,116
Withdrawn,....	31,097,577 ..	20,305,309 ..	24,090,639 ..	31,549,666

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

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

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

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

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

Entered for Consumption.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$ 1,910,232 ..	\$ 2,005,381 ..	\$ 2,431,129 ..	\$ 943,070
Cotton, ...	881,692 ..	862,065 ..	746,431 ..	194,273
Silk, ...	2,077,703 ..	1,998,329 ..	2,039,271 ..	375,830
Flax, ...	404,768 ..	614,980 ..	544,315 ..	145,788
Miscellaneous, ...	301,912 ..	518,268 ..	512,969 ..	98,237
Total, ...	\$ 5,576,307 ..	\$ 5,990,973 ..	\$ 6,274,115 ..	\$ 1,757,198

Withdrawn from Warehouse.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$ 484,900 ..	\$ 317,469 ..	\$ 451,803 ..	\$ 826,357
Cotton, ...	128,765 ..	96,581 ..	161,113 ..	209,492
Silk, ...	178,456 ..	76,672 ..	134,334 ..	423,973
Flax, ...	121,410 ..	109,614 ..	76,925 ..	153,800
Miscellaneous, ...	107,745 ..	40,596 ..	51,458 ..	31,156
Total, ...	\$ 1,021,276 ..	\$ 640,932 ..	\$ 875,633 ..	\$ 1,646,778
For consumption, ..	5,576,307 ..	5,990,973 ..	6,274,115 ..	1,757,198
Total on market,	\$ 6,597,583 ..	\$ 6,631,905 ..	\$ 7,149,748 ..	\$ 3,403,976

Entered for Warehousing.

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

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

Entered for Consumption.

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

Withdrawn from Warehouse.

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

Entered for Warehousing.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$1,909,642 ..	\$2,886,053 ..	\$2,922,210 ..	\$5,577,828
Cotton, ...	1,848,030 ..	1,264,009 ..	2,139,212 ..	3,730,936
Silk, ...	1,032,557 ..	734,493 ..	1,312,614 ..	4,912,849
Flax, ...	728,273 ..	689,330 ..	410,382 ..	1,359,351
Miscellaneous, ...	483,884 ..	380,879 ..	499,993 ..	866,839
Total, ...	\$5,802,386 ..	\$5,954,764 ..	\$7,284,411 ..	\$16,477,308
For consumption, ..	41,966,527 ..	87,503,193 ..	77,807,535 ..	20,706,700
Entered at port, ..	\$47,768,913 ..	\$93,457,957 ..	\$85,091,946 ..	\$37,184,003

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

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

CASH DUTIES RECEIVED AT NEW-YORK FOR NINE MONTHS.

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

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

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

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

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

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

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

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

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

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

	1858.	1859.	1860.	1861.
Ashes,.....bbls.,	13,962 ..	17,855 ..	18,361 ..	16,092
Breadstuffs:				
Wheat flour, ...	2,695,656 ..	1,621,732 ..	2,162,667 ..	2,933,329
Corn meal, ...	69,797 ..	6,490 ..	86,401 ..	71,815
Wheat,.....bushels,	2,716,488 ..	1,204,541 ..	8,361,821 ..	15,752,583
Rye,.....	238,033 ..	126,417 ..	142,552 ..	465,662
Oats,.....	1,463,785 ..	2,255,585 ..	2,957,886 ..	2,628,509
Barley,.....	72,203 ..	468,662 ..	421,180 ..	808,091
Corn,.....	6,295,038 ..	2,160,723 ..	9,433,165 ..	13,470,107
Cotton,.....bales,	307,250 ..	317,082 ..	331,286 ..	242,094
Naval stores:				
Crude turpentine, ..bbls.,	82,515 ..	71,490 ..	45,581 ..	32,254
Spirits, ...	111,925 ..	116,196 ..	119,972 ..	45,081
Rosin,.....	430,750 ..	586,834 ..	526,276 ..	193,334
Tar,.....	29,172 ..	31,156 ..	42,759 ..	48,467
Pitch,.....	3,270 ..	2,667 ..	5,585 ..	2,137
Provisions:				
Pork,.....pkgs.,	123,762 ..	136,557 ..	73,340 ..	89,908
Beef,.....	34,632 ..	46,900 ..	29,868 ..	23,385
Cut meats,.....	76,758 ..	55,206 ..	47,001 ..	72,479
Butter,.....	258,191 ..	182,023 ..	256,683 ..	265,923
Cheese,.....	250,769 ..	253,938 ..	428,532 ..	396,719
Lard,.....tcs. and bbls.,	80,141 ..	57,292 ..	42,517 ..	81,907
" .....	.....	18,970 ..	24,514 ..	35,887
Whiskey,.....bbls.,	106,991 ..	81,801 ..	140,154 ..	218,308

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

	1858.	1859.	1860.	1861.
Ashes, pots.....bbls.,	9,834 ..	11,667 ..	12,016 ..	11,375
“ pearls.....“	1,368 ..	1,611 ..	2,740 ..	2,560
Beeswax.....lbs.,	162,646 ..	143,017 ..	179,669 ..	195,464
Breadstuffs:				
Wheat flour.....bbls.,	1,139,621 ..	533,464 ..	1,188,577 ..	1,980,834
Rye flour.....“	5,434 ..	4,287 ..	6,469 ..	8,953
Corn meal.....“	51,980 ..	62,257 ..	72,889 ..	86,171
Wheat.....bushels.	3,017,653 ..	33,761 ..	6,672,002 ..	17,152,838
Rye.....“	12,487 ..	....	100 ..	450,188
Oats.....“	27,961 ..	9,208 ..	101,624 ..	145,832
Barley.....“	....	6,550 ..	8,280 ..	1,000
Corn.....“	1,335,662 ..	168,748 ..	2,187,552 ..	8,613,811
Candles, mould.....boxes,	43,768 ..	39,733 ..	46,734 ..	53,361
“ sperm.....“	5,942 ..	9,805 ..	15,442 ..	10,862
Coal.....tons,	19,413 ..	49,876 ..	27,941 ..	22,723
Cotton.....bales,	109,453 ..	149,011 ..	135,096 ..	151,334
Hay.....“	24,258 ..	22,822 ..	16,671 ..	13,380
Hops.....“	1,889 ..	185 ..	6,688 ..	22,142
Naval stores:				
Crude turpentine...bbls.,	72,473 ..	65,512 ..	43,790 ..	21,565
Spirits.....“	52,052 ..	55,511 ..	55,597 ..	18,714
Rosin.....“	347,385 ..	457,013 ..	406,222 ..	189,166
Tar.....“	9,552 ..	21,442 ..	20,087 ..	25,704
Pitch.....“	3,943 ..	4,913 ..	5,013 ..	2,504
Oils:				
Whale.....gallons,	324,828 ..	141,914 ..	248,171 ..	674,542
Sperm.....“	863,370 ..	1,142,429 ..	955,729 ..	865,501
Lard.....“	24,296 ..	31,797 ..	47,745 ..	92,860
Linseed.....“	32,358 ..	23,279 ..	29,434 ..	30,137
Provisions:				
Pork.....bbls.,	62,180 ..	107,587 ..	72,955 ..	82,721
Beef.....“	60,473 ..	79,976 ..	30,431 ..	23,048
“.....tierces,	....	....	49,309 ..	24,673
Cut meats.....lbs.,	15,148,043 ..	5,085,550 ..	13,989,922 ..	41,593,266
Butter.....“	1,378,790 ..	2,083,874 ..	7,328,025 ..	10,843,257
Cheese.....“	4,009,321 ..	4,786,741 ..	16,427,494 ..	21,810,952
Lard.....“	9,940,119 ..	8,185,183 ..	15,244,519 ..	33,308,298
Rice.....tierces,	32,209 ..	31,199 ..	20,818 ..	15,911
“.....bbls.,	....	....	22,696 ..	14,628
Tallow.....lbs.,	1,111,190 ..	1,937,378 ..	9,930,606 ..	18,347,036
Tobacco, crude.....pkgs.,	46,793 ..	52,540 ..	65,586 ..	79,684
“ manuf.....lbs.,	3,419,750 ..	4,812,791 ..	5,261,159 ..	2,772,571
Whalebone.....“	926,159 ..	1,483,193 ..	555,391 ..	751,163

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

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

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

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

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

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

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

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

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

	1858.	1859.	1860.	1861.
New-York,.....tons,	177,996	189,629	224,345	180,883
Boston,....."	29,561	28,968	42,385	26,802
Philadelphia,....."	22,464	29,253	29,286	18,895
Baltimore,....."	21,127	19,925	28,309	10,746
9 mos.,.....tons,	251,148	267,775	324,325	237,325
3 mos.,....."	29,916	27,654	40,138	....
12 mos.,....."	281,064	295,429	364,463	....

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

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

	1858.	1859.	1860.	1861.	Average.
In Holland,.....tons,	16,000	13,500	12,000	23,500	16,250
Antwerp,....."	1,600	2,700	600	2,700	1,900
Hamburg,....."	2,400	4,000	6,000	7,750	5,037
Trieste,....."	5,550	5,500	2,550	1,600	3,800
Havre,....."	850	8,950	5,450	8,650	5,975
Great Britain,....."	110,150	118,350	120,700	141,150	121,337
Total, Sept. 1st,.....tons,	136,550	148,000	147,300	185,350	154,299
United States,....."	40,517	55,912	89,458	42,377	....

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

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

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

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

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

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

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

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

1861.	Loans.	Specie.	Circulation.	Deposits.	Weekly Clearings.	Sub-Treasury.
Jan. 5,	\$ 129,625,465	\$ 24,839,475	\$ 8,698,283	\$ 86,454,430	\$ 95,994,868	\$ 2,645,500
Feb. 2,	121,907,024	31,054,509	8,099,376	87,879,743	122,138,525	4,328,000
Mch. 2,	121,893,963	34,480,407	8,290,755	89,635,298	126,728,832	9,166,080
Apl. 6,	122,113,496	41,705,558	8,930,141	94,859,810	123,277,671	8,486,494
May 4,	124,610,166	38,054,254	9,296,399	94,977,381	106,413,316	9,761,753
June 1,	118,290,181	37,502,402	8,683,780	90,197,459	88,847,249	11,468,789
July 6,	112,134,668	45,630,025	8,862,799	90,579,753	88,313,230	4,616,620
Aug. 3,	111,719,111	46,226,181	8,585,574	92,229,384	81,415,525	6,738,059
Aug. 17,	108,717,434	49,783,990	8,521,426	92,046,308	80,172,670	4,380,239
Sept. 7,	139,158,230	41,887,230	8,890,581	114,091,061	89,058,896	13,094,909
Sept. 14,	136,565,624	37,529,412	8,792,620	106,760,876	95,611,078	14,293,222
Sept. 28,	126,128,326	38,123,552	8,638,780	96,551,898	85,685,514	13,103,484
Oct. 5,	148,545,488	39,809,901	8,884,056	120,607,549	110,687,377	10,629,098
Oct. 12,	156,318,914	41,139,606	8,733,090	129,188,487	113,981,352	10,802,803
Oct. 19,	151,828,438	42,282,884	8,583,673	126,433,063	122,803,544	9,508,649

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

	Flour. bbls.	Wheat. bush.	Oats. bush.	Corn. bush.	Barley. bush.	Rye. bush.
Total since Jan. 1,	376,181 ..	10,615,559 ..	70,118 ..	81,858 ..	35,429 ..	62,285
Same time in 1860,	107,860 ..	8,093,329 ..	148,864 ..	107,355 ..	64,253 ..	34,234
Same time in 1859,	142,871 ..	8,314,290 ..	201,236 ..	137,450 ..	101,178 ..	9,564

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

1860,.....	flour, bbls.	287,550	wheat, bush.	4,794,815
1861,.....		530,380	....	10,694,586
Increase,.....		242,830	....	5,898,771

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

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

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

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

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

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

CLEARING-HOUSE TRANSACTIONS FROM OCTOBER 11, 1858, TO OCTOBER 1, 1861.

	Aggregate balances.	Aggregate exchanges.
1858-4,.....	\$ 297,411,493 69	\$ 5,750,455,987 06
1854-5,.....	289,694,137 14	5,362,912,098 33
1855-6,.....	334,714,489 33	6,906,213,328 47
1856-7,.....	365,313,901 69	8,333,226,718 06
1857-8,.....	314,238,910 60	4,756,664,386 09
1858-9,.....	363,984,682 56	6,448,005,956 01
1859-60,.....	308,693,438 37	7,231,143,056 69
1860-61,.....	353,383,944 41	5,915,742,758 05
	\$ 2,627,434,997 79	\$ 50,704,365,288 81
Total transactions for eight years,.....		53,831,799,286 60

FOREIGN CORRESPONDENCE

OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW.

LONDON, *October 5th*, 1861.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	1859.	1860.	1861.
Cotton manufactures,.....	£217,577	£447,775	£38,564
Linen "	122,432	228,119	42,279
Woollen "	307,789	489,363	111,693
Silk "	31,783	31,886	13,665
Metals,.....	419,870	434,431	101,817
Earthenware,.....	63,593	79,318	16,514
Haberdashery and millinery,....	112,089	188,720	33,659
Hardware and cutlery,.....	99,678	141,463	71,679
Soda,.....	46,411	54,230	20,798
Spirits,.....	9,935	13,486	665
Coals,.....	22,476	25,414	26,052
Salt,.....	8,218	9,904	5,809
Totals,.....	£1,416,851	£2,094,309	£483,174

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

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

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

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

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

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

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

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

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

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

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

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

The leading items of the past week are as follow:

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

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

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

September 28.—Bills of Messrs. RAPHAEL, GARDINER & Co. protested.

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

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

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

THE
MERCHANTS' MAGAZINE
 AND
COMMERCIAL REVIEW.

Established July, 1839.

EDITED BY

J. SMITH HOMANS, (SECRETARY OF THE CHAMBER OF COMMERCE OF THE STATE OF NEW-YORK,) AND WILLIAM B. DANA, ATTORNEY AT LAW.

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THE MERCHANTS' MAGAZINE

AND

COMMERCIAL REVIEW.

DECEMBER, 1861.

COTTON AND ITS CULTURE.

IMPORTANCE OF A MACHINE AND A PROCESS TO COTTONIZE FLAX INTO FIBRILLA, IN AID OF THE DEMAND FOR COTTON, BY A YEARLY INCREASE OF 6,000,000 OF SPINDLES, REQUIRING 800,000 BALES OF COTTON, AND, IN TEN YEARS, A SUPPLY OF 18,500,000 BALES TO CLOTHE THE WORLD.—THE CHANGE OF COMMERCE EFFECTED IN THE LINEN TRADE, ON THE DISCOVERY OF WHITNEY'S GIN, 1795, AND THE PECULIAR STAPLE OF AMERICAN COTTON TO MAKE MACHINE GOODS.—PHYSICAL CAUSES OF THE SEA AND TRADE-WINDS GIVING EXTRA HEAT AND MOISTURE OUTSIDE OF THE TROPIC OF CANCER.—THE TRUE CAUSE OF OUR UNIQUE CLASS OF COTTON.—A TABLE FROM BLODGET'S CLIMATOLOGY OF HEAT AND MOISTURE IN THE COTTON STATES.

We commend the editors of the MERCHANTS' MAGAZINE and the Chamber of Commerce of New-York for discussing, and for your endeavors to cottonize, flax, by discovering a machine and a *cheap process* for this important object. It is a great necessity for genius to accomplish, and worth a premium from the government of \$100,000, and even a larger sum.

WHITNEY, by his invention of the cotton gin, 1795, enabled one laborer to do the work of 350 in a day. Judge JOHNSON, in his charge in a suit brought in Savannah, 1807, to make good his patent, says: "The whole of the interior was languishing, and its inhabitants were emigrating for want of some object to engage their attention and employ their industry, when the invention of this machine at once opened views to them which set the whole country in active motion. From childhood to age it has presented us a lucrative employment. Individuals who were depressed with poverty and sunk in idleness, have suddenly risen to wealth and respectability. Our debts have been paid off, our capitals have increased and our lands trebled in value. We cannot express the weight of obliga-

tion which the country owes to this invention. The extent of it cannot now be seen."

This invention, with the adaptation of the climate of the Southern States, with heat and moisture outside of the Tropic of Cancer to raise our peculiar Upland cotton, warp and weft being combined in the same sample grown from perennial, acclimatized seed, procured by us from Egypt, Mexico and Nanking, China, and made an *annual* plant by quick growth, in what may be called a *natural hot-bed*, extending from Cape Hatteras to East Texas, has done wonders for commerce, to clothe and Christianize the world, and to pay balances of productive industry.

We have still a great field, to introduce cheap covering to the savages of Africa, Asia and the Polynesian Islands, by cottonizing flax and increasing the growth of cotton over the world. Let us all work together for this object, and "*be thankful for the good the gods give us,*" to use the language of the Latins. Let us continue to produce our unique cottons, not grown in such perfection in any parts of the tropics from the want of rains *during the summer months*—a class of cotton so indispensable to Europe, with its peculiar staple, easily manufactured into *machine goods*, and thus continue to lay Europe under contribution to us, in an exchange of productive industry for theirs, with the balance in our favor.

It is within the memory of the writer, who entered an East India counting-house in Philadelphia, 1804, that at that period our intercourse was brisk with Ireland. Cargoes on cargoes of flax-seed were shipped to that country to supply the deficit in seed, caused by their pulling up flax in its unripe state, to manufacture into fine linens of the higher numbers, and also in the lower numbers from the mature flax, both classes being used in those days by the rich and the poor. There were few so poor to use, for shirting, the cotton cloths, the guwahs, the baftas, the mamordies, &c., we then imported from India through the port of Calcutta, where we yearly sent a ship and the hard Spanish dollars to buy them; with three or four other ships from Philadelphia for mixed cargoes, principally of sugar, indigo, rice, saltpetre, and a small assortment of muslins. At this period, not to exceed two ships sailed from New-York, and three or four to Canton, and not one from Baltimore. Salem took the lead of Boston and New-York, in the East India trade. The cotton cloths of India were spun and woven by hand, and of a much inferior quality to our machine-made cotton cloths and prints of the present day, yet we sold them for double and treble prices. We also received at that time fine jaconets, mul-mulls, dacca, shear and fine book-muslins, produced by the hand labor of the natives, with their patient industry expended on fine short, woolly staple cotton, but costing very high prices. Yellow nankeens from the Nanking cotton of China, a strong article, were imported in large quantities.

During the war of the Revolution the daughters of our farmers and wealthy citizens learned to spin, and many to weave. It was a matter of pride and necessity to be independent on their marriage, and to take their husbands their linens, sheeting, towelling, napkins, &c., as their *trousseau*. We well recollect in those days custom made it necessary that our females, except of the poorer class, (and they were employed to spin with foot-power on the small wheel,) had to spin and weave their marriage outfit, their dower or *trousseau*.

After commerce re-opened with Ireland, we had very extensive stores of

linen in all our sea-board cities, established mainly by persons with large capitals, who sold linen alone, and at such low prices, comparatively, that they soon broke down our domestic manufactures of flax. We can also recollect when the linen trade, in part participated in by Germany, was a great branch of our commerce; when German redemptionists, male and female, came to Philadelphia in considerable numbers, and indentured themselves for a term of years to pay their passage money, on the decline of the linen trade. They made a very useful and industrious class of inhabitants in Pennsylvania and New-Jersey, and we are now profiting by them and the Celt.

History is silent as to the name of the person who first introduced the exotic cotton plant into America. We find, in 1736, it was introduced into Talbot county, on the Eastern shore of Maryland, "as a pretty plant, bearing a beautiful flower;" and although it may have been raised in squares and patches in neighboring provinces, no particular attention was bestowed upon it as a profitable crop. At the close of the Revolution great financial distress prevailed. At a meeting of the celebrated convention of 1786, the subject of cotton came up. The late President MADISON, who had given much attention to the subject of the cotton culture, expressed it as his decided opinion, that, from the results of the garden culture in Talbot county, and numerous other similar proofs furnished South, there was no reason to doubt "*that the United States would one day become a great cotton country.*"

In the year 1764, W. RATHBONE, an American merchant in Liverpool, received a consignment of eight bales of cotton from Charleston. This cotton, on its arrival in Liverpool, was seized by the custom-house officers as not the growth of the country from which it purported to be shipped; being, as they said, outside of the Tropic of Cancer, it could not be grown there. The small supplies of cotton previously received and manufactured in England by hand, as in India, were imported from Calcutta and the West Indies. It was of a short, woolly staple, spun in private families; and manufactured, at that time, into velvets, velvetines, corduroys, fustians and satinets. It would not make strong yarns.

The importation of our strong, long, silky staple cotton before the close of the last century, when it had reached 35,000 bales, cleaned by WHITNEY's gin, superseded, in a great measure, the India cottons, particularly when BOLTON & WATT perfected their steam engines to turn machinery, and HARGREAVES, ARKWRIGHT & CROMPTON invented the spinning jenny and the spinning mule. The effect of these inventions was, that whereas, previously, one man could clean one pound of cotton in a day, another card it, and another work one spindle, one man might (in 1800) clean 350 pounds, another card it, and the third work 2,200 spindles instead of one, thus making "*machine cotton goods.*" These goods, in a very short period, superseded the Irish and German linens, except a small supply for shirt bosoms, that the proud need not appear to wear cotton shirtings, a mark of poverty in olden times, and since continued.

The success of Manchester in manufacturing cotton yarns and cloths of fine and uniform quality, at very low prices, (a pound of cotton, costing ten to twelve cents, making eight yards of cloth, worth eight times its cost,) compared with linens, broke down this trade. It caused the yearly emigration of thousands of operatives from Ireland, who became useful to us in building our houses, digging our canals and constructing our

railways, and finally aiding us to settle our abundant wild lands. It has been estimated that during the last fifty years there have emigrated from Ireland to the United States two millions of souls, who have settled mainly in our northern and western States—a great source of national wealth, by their productive industry.

If Sea Island is spun into the finest yarn or thread, it is worth five guineas or \$25 for a pound; if woven into muslin and tamboured, \$75; constructed into a piece of lace, worth \$500. (Report of Secretary of the Treasury, 1836.) Sea Island cotton is generally worth three times as much as the common quality.

Great Britain, it would appear, can afford to import four-fifths of our cotton crop to make "*machine goods*," and then to send these goods round the Cape of Good Hope, with a voyage of upwards of 10,000 miles, to Calcutta and back, and yet compete, successfully, with the native manufacturers of Hindostan, although they can hire their labor at three cents per day to plant and pick their cotton bolls, and they can spin and manufacture it, by hand, at the same rate as they do in their *hand* looms. They sell their raw cotton at from five to six cents per pound; yet it will not pay, at this price, to export to Liverpool, unless there is a deficit in our crop, and the price with us advances so as to exceed eight cents per pound, and in Liverpool is at a medium price of ten to twelve cents per pound.

Mr. J. B. SMITH, the member for Stockport, England, read a paper before the Society of Arts, Manchester, treating of the three great divisions of cotton, "the long staple, the medium and the short staple," * * * which he describes. He then says: "It will be seen, therefore, that while we require, for the purposes of our manufacture, a limited supply of the first and third qualities of raw cotton, we need, and can consume, an almost unlimited supply of the second quality—American Uplands. In this fact lies our real difficulty, for, while several quarters of the world supply the first sort, and India could supply enormous quantities of the third sort, the United States of America alone have hitherto produced the second and most necessary kind." (Uplands of Georgia, Alabama, &c.)

"The finest cotton in the world is called the 'Sea Island.' The quantity is small and the price very high, mainly from the Sea Islands of Georgia and south of Cape Hatteras.

"Our great consumption and demand is for the soft, white, silky, moderately long cotton of America; the quality usually called '*Uplands, Georgia and New-Orleans*.' It can be consumed in any quantity; for it is available not only for weft but for warp, except for the higher numbers. We need and consume nine bales of this cotton for one bag of all other qualities put together." * * *

He closes: "The point we have to bear in mind, then, is this: our *desideratum* is not simply more cotton, but more cotton of the same character and *price* as that now imported from the States. If India were to send us two millions of bales of Surat cotton per annum, the *desideratum* would not be supplied, and our perilous problem would still be unsolved. We should be as dependent on America as ever." This is a candid confession.

We have given this exordium and these extracts, in connection with the unique quality of our cotton, and the acknowledged necessity of it

by Great Britain, to repeat the *cause* of our exotic *perennial* plant becoming an *annual*, to wit, by quick growth in a humid, hot climate, with the same average heat of 80 to 82 degrees in the summer months, the same as in the dry Bahama Islands, of latitude 25°. (See BLONDET'S Climatology and table herewith.)

This extra tropical heat, in part caused by the Gulf Stream, also with the fall of twenty inches of rain during the three summer months, *when little or none falls in other tropical cotton regions*, maturing the bolls in four to five months, is the *cause* of our white, soft, silky, moderately long, strong cottons, usually called "*Uplands*," of which, Mr. SMITH says "Great Britain can consume an almost unlimited quantity;" while "the dry, fuzz, woolly cotton of Surat," and from other tropical regions, for want of rains, will not serve for *warp* to make strong *machine-spun cotton goods*, and is only used by manufacturers in limited quantities for *welt* for an inferior class of "*machine goods*," and then only in cases of the utmost necessity, like the present. She last year imported 600,000 bales of Surat cotton from Calcutta, and exported 410,000 bales of it to the cotton manufacturers of the north of Europe, leaving the inconsiderable quantity of 190,000 bales to be used in Great Britain. The weight of the raw cotton exported from India was less than that of the manufactured goods exported. The United States is the only country to which Great Britain exports in weight less cotton goods than she imports raw cotton.

The May number (Vol. 44, No. 5) of the MERCHANTS' MAGAZINE and COMMERCIAL REVIEW presents important facts, showing the extraordinary increase of the manufacture of cotton goods in Great Britain and on the continent, as well as the United States, and the sources of supply of raw cotton from all parts of the world, and, let us add, the importance of a machine to cottonize flax.

It is there stated, and it cannot be repeated too often, "that in sixty years the manufacture of cotton goods had grown up to employ, in the United States and western Europe, 40,000,000 spindles in the production of yarns." * * * To supply raw material for those spindles there were last year produced in the United States 4,600,000 bales, and there was derived from India, in round numbers, 600,000; from other parts of the world, 300,000 bales, or equal to 5,500,000 bales. Of this quantity 87 per cent. was from the United States. Of that value, \$300,000,000, the United States stood for 90 per cent.

It was recently stated before the Manchester Supply Association, that the number of spindles increased in Europe and America at the rate of 6,000,000 per annum, requiring, to supply these spindles, 810,000 bales per annum, a quantity equal to the whole United States cotton crop of 1828. There are then these prominent facts: First, that in the present century the demand for cotton has increased, from comparatively nothing, to, in round numbers, 5,500,000 bales per annum. Second, that it now increases at the rate of 800,000 bales per annum, which would, in ten years, give a demand for 13,500,000 bales. Third, up to this time nearly the whole increase in quantity has been supplied by the United States; also the only advance in *quality*. "These facts have been growing in importance before the eyes of manufacturers and statesmen during the last twenty-five years, and the most earnest attention has been directed to the means of insuring a future sufficient supply, but late events have given a new interest to the subject."

The editors then show, in detail, by the May number, "that vast sums had been furnished by the English and French governments, in the prosecution of these schemes. Disappointment has attended them all. The French government was disappointed in Algiers; the English, in India, after an expenditure of \$1,750,000, where the climate is an insuperable bar to the growth of the proper variety," caused by the want of rain at the proper time.

The United States' capacity to produce is not now limited; but the limit must come, and the great question is, how will the future wants of the world be supplied when the capacity of the South to produce cotton is reached? What rival can be built up that will be able to supply the increasing excess of annual demand over production? The United States crop in

1800 was.....	35,000 bales.	1840 was.....	2,177,532 bales.
1820 "	425,000 "	1850 "	2,796,706 "
1830 "	870,415 "	1860 "	4,600,000 "

The crop of 1840 sold for $8\frac{1}{2}$ cents per pound, and that of 1860, which was more than double in quantity, at $10\frac{1}{2}$ cents. In the last ten years the crop has increased $67\frac{1}{2}$ per cent., and will probably double in the next ten, but still falling short of the demand. It is plain that a rival cotton-growing country cannot in any reasonable time lessen the importance of American cotton. Efforts have, however, been made in another direction, viz., to find a substitute for cotton. Flax would have long since rivaled it, had it been adapted to machine spinning. That it has not, has, it is alleged, been owing to the faulty manner in which it has been cured. This difficulty is now said to be so far overcome that flax comes in direct rivalry with cotton, as a raw material.

The editors then devote eight pages to show, in an able article, there is a hope, with Mr. S. RANDALL's late invention, to cottonize flax so as to be spun by machinery. We are glad to find there is a prospect that we can have an article in the aid of cotton, to supply one of the great wants of man, "food, fire and clothing." It is a great *desideratum*, we say, in aid of cotton. Let it prosper.

The superiority of our cotton—unique—combining *warp* as well as *weft*, and its necessity to keep in motion the machinery of Great Britain, on the Continent and in the United States, has been repeatedly acknowledged. The *cause*, however, we do not see laid down in the books or by the press. We believe we were the first to discover and to construct the following table, in proof, after the perusal of MAURY and BLODGET's works, showing the fall of water in our best cotton States, of 20 inches per annum, in our summer months, during which period little or none falls in other cotton-producing countries; and these States had the heat of the Bahama Islands—an extraordinary fact.

We repeat, we are the master of the position in raising cotton, particularly as compared with India. We have the advantage of the favoring Gulf Stream, and less than one-fourth the distance to make short voyages to and from Liverpool, and generally with return cargoes of salt, iron, crockery and passengers, to reduce the cost of freight.

The late Mr. N. BIDDLE, President of the Bank of the United States, the great regulator of our domestic and foreign exchanges—and events have proved him a sound thinker, as respects the exchanges, the balances of trade between Great Britain and France—was right when he said that cotton was destined to be the medium of effecting them.

He employed, it is well known, the capital of the Bank of the United States, and, by loans, encouraged the emigration of the sons of the "first families of Virginia" and Maryland from the worn-out lands of their fathers, with their share of the slaves, to buy and settle the new and fertile cotton lands of Georgia, Alabama, Mississippi, Louisiana and West Tennessee.

The cheap lands they purchased in these States, with the operatives they carried with them from their fathers' roofs, made first rate mortgages; which, through the agency of Mr. BIDDLE and the Bank of the United States, the bankers in Threadneedle-street, London, and the manufacturers of Manchester and Lancashire were glad to cash, on the promise of their cotton crop, dollar for dollar. It was thus the production of cotton "of the right kind" that has stimulated to its immense proportions our foreign trade.

With the labor from our several States, settled in California, we have had the estimated average yield for several years of \$50,000,000, to form the basis of new banks, and to aid us in paying foreign balances of trade. It is, however, the productive labor in our cotton crop, demanded in this country and in Europe, and even in India and China, that now yields us at the rate of \$250,000,000 per annum, to exchange for the labor of Europe, Asia and Africa. This exchange of labor it is that centres the balance of exchange in the port of New-York, and makes the banks of Europe subservient to ours.

The trade with Africa is now trifling. It may be largely increased in covering the present nakedness of millions of her savage and brutalized inhabitants, and thus, by the means of commerce with them, open the door to the Christian missionary of their own color, who can stand the climate, to evangelize millions on millions of benighted and half-cannibal creatures, who are now, by all accounts, but a few degrees removed above their gorillas. Here are ample fields for the philanthropist to cut up, at the root, the slave trade of the savage men of Africa, "selling property in man," and in their own children, too; while in this country, it is to be hoped, we will continue to improve the African race as we have done for the last one hundred years, so as to fit them finally for freedom. It cannot be a sudden work, except with fatal results. It must be gradual. This will finally take place, as it is understood the blacks increase three per cent. faster than the whites by their side; and they flourish with the plant they cultivate, by a wise order of Providence. The whites cannot stand the humidity and heat of the climate, while a check of migration from the North to the South will accelerate the period of the gradual and prospective emancipation of the colored population.

The Climatology of BLODGET establishes the fact, that slaves in West Texas, and from West Arkansas and Kansas, on the belt of land reaching to the Pacific, are worth nothing to raise cotton with any profit, except on the east quarter of Texas, where there is a fall of forty-five inches per annum, with fifteen inches in summer. In the west part of Texas, and extending across the Rio Grande, we have the "*Llanos Estancados*," or staked desert plains, nearly without water—only three to six inches per annum. Then the desert of Mapimi. The fall of water per annum on this belt of land, tapering off, as you approach Fort Yumas on the Colorado, that falls into the Pacific, to three inches per annum—of course totally unfit to raise cotton. This is also the case to raise cotton from the Mexi-

can northern boundary, south to the Isthmus of Panama, of the right kind, although it is admitted that native cotton—a perennial plant—has been grown in this region and other parts of South America, time out of mind, and before the discovery by CORTÉZ. So, also, in Egypt, and on the coast of the Mediterranean, from the time of HERODOTUS. In Africa it is a native tropical tree, a perennial plant of a short, staple, woolly character.

A Table of Heat, Moisture and Production of the Cotton States, prepared from the official sources of L. BLODGET, by J. E. B.

Heat and fall of rain du- ring the four seasons.	E. Budget's Iso- thermal line of tempera- ture.	Fall of Rain in East Texas.	Arkansas.	Tennessee.	Louisiana.	Mississippi.	Alabama.	Georgia.	S. Carolina.	Florida.	Years.	Amount of Crop in Bales.	Price, Cents.
Spring, .. 70° to 60° ..	18 .. 18 .. 18 .. 15 .. 15 .. 15 .. 13 .. 12 .. 10 ..	1880 ..	870,415 ..	9.9									
Summer, 83° " 80° ..	15 .. 15 .. 15 .. 30 .. 30 .. 30 .. 30 .. 15 .. 35 ..	1840 ..	2,177,532 ..	8.5									
Autumn, 70° " 65° ..	12 .. 12 .. 12 .. 12 .. 12 .. 12 .. 10 .. 10 .. 12 ..	1850 ..	2,796,706 ..	11.8									
Winter, .. 50° " 50° ..	10 .. 12 .. 15 .. 18 .. 18 .. 12 .. 10 .. 10 .. 8 ..	1860 ..	4,600,000 ..	11.5									
Fall p. an.	50 .. 52 .. 55 .. 65 .. 65 .. 59 .. 52 .. 47 .. 55												

Experience has shown that there is no part of the world better adapted to raising flax than our Northern States, and we presume that there is no difficulty with our Western States. It is, therefore, of vast importance, that a machine and process be invented to cottonize flax, so as to be spun by machinery. A premium of \$100,000, or more, would be a cheap rate to perfect and secure the invention. In the mean time, we say again, "let us be thankful for the good (warp and weft cotton) the gods give us," and protect this great branch of national industry.

J. E. B.

TOLEDO—PAST, PRESENT AND FUTURE.

It was foreseen by sagacious men, at a period when nearly the whole interior region of our country was a wilderness, that, on the harbor at the western extremity of Lake Erie, a great commercial city would grow up with the growth of the extensive and fertile country around it, to which it would offer the nearest lake port. The estuary of the Maumee River affords the best harbor, all things considered, of Lake Erie. As this estuary was navigable fourteen miles above its entrance into the bay of the same name, the lake waters setting back that distance, the precise location of the future city was, for several years, keenly contested by Maumee City and Perrysburg, at the head of its navigable waters, and by Manhattan, at its entrance into the bay. During this contest, each place promulgated the most extravagant stories of the insalubrity of its rivals. These stories were extensively copied from the local press into the papers of the larger Lake Erie cities, several of which apprehended a successful rival in the new city. There was a basis of truth to give support to these exaggerations. Like all new settlements on a rich soil, especially on large rivers, the first settlers suffered much from malarial disorders; first, in the form of remittent fevers, afterwards subsiding into intermittents, and these, growing milder and less frequent from year to

year, until Toledo may now challenge a comparison, in point of salubrity, with the most favored city of the land. The mortality, as ascertained by the census of 1860, for the previous year, was one in sixty-four of its population, which is quite up to the rate of its average mortality of late years. It is deemed proper to be thus explicit in regard to the healthfulness of this new city, because of the extreme prejudice which still remains, in a great measure, uncorrected in the public mind on this point. This prejudice has materially retarded its growth and prosperity.

The location of Toledo is, fortunately, highly favorable in many respects for the growth of a large city. It embraces both sides of a fine harbor, averaging one-third of a mile in width and several miles in length. Indeed, the whole length of the bay and estuary, from the lake to the foot of the rapids, eighteen miles, may be set down as harbor room for Toledo, when its growth shall require it. The banks of this harbor rise directly from the water to an elevation of fifteen feet, in the bay, rising to sixty-two feet, at the foot of the rapids at Maumee City, with a gradual rise towards the interior about in the same proportion. The harbor affords good facilities for navigation. It is easy of entrance; has a depth of water ranging from twelve to thirty feet; is well protected from high winds; is little affected by the river floods, which rarely rise more than five or six feet above ordinary lake level; and never suffers injury to its shipping from the breaking up of ice on the river. This exemption it owes to the distance (nine miles) from the foot of the lower rapids of the Maumee, and to the great width of the river which admits lake tide to the rapids. It is only when heavy gales up or down the lake drive in or draw out the lake waters that its level is affected to the material injury of navigation. These gales usually occur in November, and seldom interrupt navigation more than two or three times in a season, or more than a day or two at a time. From the description it will appear evident that the harbor is convenient, safe, and otherwise of great merit. The entrance to it, through the bay, has a bar having but nine or ten feet of water over it, when the lake is low, and requiring an expenditure of some \$50,000 to dredge a channel of sufficient width and depth to admit the passage of vessels drawing twelve feet. The outer harbor, under the south cape of the bay, can be entered, in the ordinary stage of water of the lake, with a draught of from twelve and one-half to fourteen feet.

Such are the natural *positive* merits of the harbor and site of Toledo, as a commercial city. Its *relative* claims depend on its position in reference to the extent and fertility of the country which would be more conveniently accommodated in its commercial operations at this than at rival lake ports. The extent of this country may be approximately estimated, by drawing lines of equal distance between it and Cleveland, eastwardly, on one hand, and between it and Detroit, northwestwardly, on the other side.

These lines, extended to the Ohio River on the one side and to Lake Michigan on the other, embrace a very large area of country admirably adapted to support a dense population. The eastern limit embraces Columbus, and includes quite half of the State of Ohio. The northeastern line passes north of Jackson and Grand Rapids, embracing one-fifth of the lower peninsula of Michigan. Southwestward these lines, extended, em-

brace nearly all of Kentucky, two-thirds of Indiana and one-fourth of Illinois. This portion of these States is more properly within the range of the commercial influence of Toledo than that of Chicago. Toledo is the nearest lake port for Dayton, Cincinnati, Madison, Evansville, Louisville, New-Albany and other Ohio River towns between Portsmouth and Paducah; and it should be the lake point of connection and interchange of all their trade with the Canadas, the New-England States and Europe. Whether the late commerce of Cairo and the lower Mississippi shall be done chiefly through Toledo or Chicago is yet to be determined, when the railway facilities between that great region and the lake cities shall have been connected and arranged so as to give full play to the natural advantages of each of these ports.

The wide region above described is *naturally* within the commercial control of Toledo. We will now go into an examination of the extent of the artificial aids that come in, to secure to it what nature had previously furnished. In our day, proximity, in a commercial sense, has more relation to cost and time than to mere lineal distance. Canals and railways have brought remote districts into intimate relations, and are doing much to change the channels of interior commerce. They also are bringing land carriage, in many places, into competition with some of the great water-ways of commerce. Of all our navigable waters, the great lakes of the interior offer the most perfect facilities to commerce. Their inter-continental position, and the deep indentations into the lands, which, at remote points, they penetrate, give them a commercial power, in all directions, which waits only the dense peopling of their widely extended shores to make them fields of the most active commerce the world has ever witnessed. The purity of their waters gives to steam vessels (which are rapidly superseding sail vessels) greater safety and economy than they can enjoy on the turbid waters of the great rivers or the salt water of the ocean. The atmosphere over these lakes has an extraordinary purity and health-giving vigor, that is well worth the consideration of navigators and commercial men. These superiorities will avail much to make permanently cheap freights. No where can vessels, whether of wood or iron, find more or better raw materials for their construction than on these borders; and the fuel for making steam exists in inexhaustible coal beds at various points near their navigable waters. The generally received estimate of the cost to the shipper of freights on the lakes and on ordinary canals and rail-roads, per ton per mile, is proximately represented by the following figures:

By lakes, ...	3 mills.
" canals, ...	9 "
" rail-roads, ...	18 "

These figures, which pre-suppose a fair profit to the carrier, make it plain that canals and railways, in the West, to make a profit on freights during the season of navigation, should seek a lake harbor by the shortest and best route. When the lake mart is reached, cheap water transportation is offered, by way of New-York and Montreal, to and from all parts of the world.

The opening of the enlarged Erie Canal and the cheapening of the Canadian canals from the upper lakes to Montreal, will, this year, give a new impetus to the water transport between the ocean and the lakes. A short account of the canals and railways which have their lake terminus

in Toledo, will give many readers, hitherto uninformed respecting them, some idea of the advantages which these artificial channels have added to its commercial power, present and prospective.

Practically considered, these canals are two, connecting the Ohio River, at Cincinnati and Evansville, with Lake Erie at Toledo. They unite seventy miles above Toledo, whence the main trunk, six feet deep and sixty feet wide, becomes common to both, down to its entrance into the harbor, near the centre of the city. 1. The *Wabash and Erie Canal* was first constructed. It passes along the valleys of the Maumee and Wabash rivers, in a southwesterly course, from Toledo to Terre Haute, and thence south across the country to Evansville. It is four hundred and sixty (460) miles long, being the longest unbroken line of canal in the world. Its course is near the middle line of country, of which Toledo is the lake port; and so in the natural line of its main traffic. 2. The *Miami and Erie Canal* unites with the Wabash and Erie seventy miles above Toledo, and, by a line nearly south, traverses the rich Miami valley and joins the Ohio River at Cincinnati, making a nearly direct water channel between that city and Toledo, 247 miles in extent.

These canals would insure, for their lake terminus, a great destiny, independent of any location and arrangement of the railways that could be devised, to compete with them. Canals, in this country, are now out of fashion. The *furor* of our fast people for rail-road construction, and the policy of their shareholders and bondholders to make a large showing of freight receipts, at whatever sacrifice, have, for the time, by taking away from the canals their legitimate business, thrown them into the background. English canals, in aggregate earnings, yield better dividends than their rail-roads. Such will be the probable effect in this country of well-situated and well-managed canals, as soon as competing rail-roads charge freights high enough to give a fair profit on their cost. When such rates are charged, there need be no hostile rivalry between these equally valuable instruments of traffic. Each has its appropriate business, which is not antagonistic to that of the other. Indeed, they are naturally co-operative, and, working together, build up towns and villages which give an increasing profit to both. They are most profitable when working side by side, as they now do, on our best routes of interior commerce.

Indeed, along the borders of water-ways much more efficient than canals, to wit, the great lakes, Long Island Sound, Hudson and Connecticut Rivers, some of the most successful of our rail-roads are operated.

The water-ways of Toledo, by lake and canal, facilitate navigation in several directions, and to a large extent.

By lake, west to Chicago,.....	800 miles.
“ northwest to Superior City,.....	850 “
“ northeast and east to Ogdensburg and Oswego,.....	500 “
	2,150 “
By canal, southwest to Evansville,.....	460 miles.
“ south to Cincinnati,.....	247 “
	707 “

The rail-roads, of which there are six important lines centering in Toledo, radiate more completely, and, therefore, have commercial command of a

greater extent of country than the water-ways. The direct destinations of trains, leaving the city, are as follow :

To Cleveland,.....	112 miles.
" Detroit,.....	65 "
" Cincinnati,.....	202 "
" Chicago by Mich. So.,	243 "
" St. Louis,.....	459 "
" Elkhart by Air Line.,	124 "
	1,205 "

The distance from Toledo to Chicago by the Northern Indiana, known as the "Air Line" Rail-Road, is 232 miles. This is the shortest practicable route across the peninsula of Michigan, and between the cities of Chicago and Toledo.

The population of Toledo, though still remarkably small compared with its commercial facilities and business, increased, from 1850 to 1860, in a larger proportion than any other lake city, except Chicago, as the following figures, derived from the United States census returns of the two periods, will show :

	Population.				Increase Per C.
	1850.	1860.			
Chicago,.....	29,963	109,430	....	265	
Toledo,.....	3,829	13,784	....	260	
Milwaukie,.....	20,061	45,325	....	124	
Detroit,.....	21,019	46,834	....	122	
Cleveland,.....	21,400	43,550	....	105	
Buffalo,.....	42,261	81,541	....	93	
Erie,.....	5,850	11,113	....	90	

The same proportionate increase, continued to 1870, will give Toledo a population of 50,000. We think no one, well informed of the character of the country within the commercial control of the young city and the manifold facilities for concentration which its position invites, from lake, canal and rail-road, will anticipate a less favorable result.

Having described the *position* of Toledo, its natural and artificial advantages for commerce and the progressive increase of its population, let us now turn our attention to the main branches of its business during the calendar and fiscal year 1860. The figures that follow are drawn from reliable official data. The branch of business connected with and embracing transportation is the most considerable, and, probably, in all its parts and dependencies, yields the largest returns and supports the greatest number of people. We give here chiefly the eastward-bound movement, in aggregate quantities, as the general reader cannot be expected to take an interest in details.

Grain.—Embracing flour, computed at five bushels to the barrel, it appears that 14,504,903 bushels of grain were brought into Toledo during the year 1860. To place, in its true light, the relative position of this city, in the grain movement from west to east, we here present a table exhibiting this movement, which needs no comment. Flour, at all the ports, is counted in bushels, at five to the barrel :

				Increase Per C.
	1850.	1860.		
Tide-water at Albany,.....	21,636,700	46,867,600	....	..
Chicago,.....	20,000,000	36,500,000	....	82½
Toledo,.....	7,250,000	14,500,000	....	100
Milwaukie,....	6,500,000	11,000,000	....	69½

This table uses round numbers, which are approximately correct.

In the grain trade, Toledo has, for three years, stood, among the lake receiving and distributing ports, next to Chicago. It develops rapidly,

from the double effect of the opening of new fields for its culture, and the completion of new channels for its transport.

RECEIPTS OF FLOUR, WHEAT, CORN, &C., AT TOLEDO, 1859, 1860.

	Flour—Barrels.		Wheat—Bushels.	
	1859.	1860.	1859.	1860.
Receipts at Toledo,.....	739,419	800,768	2,312,583	5,341,190
Shipments, chiefly by lake,	.....	803,700	.....	5,033,836
	Corn—Bushels.		Rye—Bushels.	
	1859.	1860.	1859.	1860.
Receipts at Toledo,.....	714,291	5,386,951	.....	35,216
Shipments,.....	.....	5,299,026	.....	.....

A yearly increasing business is done at Toledo in packing pork and beef, but it is still small compared with the favorable position for this operation. Slaughtering, for packing, was commenced in a small way last fall.

PROVISIONS.	1860.	HIDES.	1860.
Pork, barrels received,.....	141,283	Receipts,.....lbs.,	5,033,000
Beef, do.	66,819	Shipments,....."	5,283,000
	208,102		
Shipped of both,.....	215,296		

Butter, Lard, Oil-cake, &c.—A large quantity, but not ascertainable. The shipments of flour, grain and provisions, and, indeed, of most other heavy articles, was chiefly by lake. The Cleveland and Toledo Rail-Road carried eastward 96,000 bbls. flour and 158,000 bushels of wheat.

LUMBER—White Pine—feet.	1859.	1860.
Receipts by lake,.....	22,316,963	37,868,536
Manufactured by mills in Toledo,.....	.....	8,000,000
Total,.....	.....	44,868,536

The stock left over was large, so that the above is not much more than was distributed, from this point, by canals and rail-roads. There were shipped of laths and shingles a due proportion to the lumber. Many of the latter were manufactured in Toledo, from bolts brought from the pineries.

Cabinet woods, chiefly of black walnut, were received by canal and rail-roads, and shipped down the lake, to the amount of 14,000,000 feet. Square timber, to the amount of 256,000 cubic feet, was sent eastward. This was of oak, of which the country, on and near the harbor, has an abundance of excellent quality for ship-building.

Salt.—The receipts this year were smaller than usual, a large stock having been held over. It all came by lake, 106,994 barrels, of which 5,000 barrels, Turk's Island, came in a schooner direct from Boston, by way of the St. Lawrence, the outward cargo having been lumber from this place. Of the rest, the works of Syracuse furnished all but a small quantity, which came from the new salt works on Saginaw Bay.

Manufactures.—Manufactures and the mechanic arts increase naturally, *pari passu*, with commerce and population in all cities of the northern temperate zone, and especially when elevated above the ocean level.

Toledo has an elevation of six hundred feet, giving it a bracing, health-imparting atmosphere. It is, in some measure, participating in the benefits which cities generally are, more and more, receiving, from the in-

creasing tendency of this great department of human industry to concentrate within and near their borders, This tendency is strengthened by every improvement in machinery and in the economy of its use; and so powerfully is it strengthened, that the physical as well as the moral power of mankind seems destined, ere long, to be nearly monopolized by cities and their suburbs.

Though of recent origin, with all departments of labor in a formative condition, Toledo makes progress, in this direction, not unworthy a record in this magazine, as the following statistics, taken from the United States census returns of 1850 and 1860, will testify :

	1850.		1860.
Number of establishments producing over \$500 value,	38	....	100
Capital invested,.....	\$ 98,200	....	\$ 660,700
Value of materials used,.....	165,295	....	997,889
Number of hands employed, male,.....	231	....	885
“ “ female,.....	32	....	223
Annual wages paid,.....	\$ 75,240	....	\$ 318,588
Annual product,.....	304,525	....	1,966,240

Ship and canal-boat building were not reported in either census. Toledo is well located for a profitable prosecution of this branch of manufacture, having excellent timber easily accessible, and furnishing more freights than any other city of equal population in the country. The construction of buildings, for residence and business, is an important manufacture in all flourishing cities. We are unable to give the figures to exhibit that of Toledo, but it may be safely inferred that it has been in full proportion to the increase of population and general business.

Schools.—In the excellence of its educational establishments Toledo is unsurpassed by any city of its numbers in our country. Its high-school building and grounds have cost over fifty thousand dollars, and are ornamental to the city. Several of the ward-school buildings are also in good architectural style, and all are well adapted to their use. A liberal compensation and a good position in society are enjoyed by a very efficient corps of teachers in the various departments. Almost the whole expense of education in these schools is defrayed by the city, which collects a liberal annual tax for this object. This is cheerfully paid, the public schools being generally looked upon as the chief glory of the city. Much of the merit of their organization and improvement is due to one public-spirited citizen, to whom be everlasting honor.

Rail-Road Concentration.—The concentration of the six rail-roads that come in from various directions to one point, and, for passengers, into one union depot near the centre of the city, is admirable. A middle ground of shoal water, in the harbor, of great length, has been availed of and filled in by earth, necessarily removed to give the roads a favorable grade up to the level of the country in the rear. On this middle ground extensive depot buildings and warehouses have been erected, and miles of quay along the navigable water have been constructed, giving unequalled facilities for the exchange of freights and passengers, by the rail-roads with each other, and between cars, lake vessels and canal-boats. Not one of the six rail-roads passing through the city to their common depot crosses a street on grade, but is low enough below the surface to admit of convenient bridging. The entrance of the canal being at the same point, one can hardly imagine a more perfect ar-

..rangement for centralizing a great commerce, with the least inconvenience and danger to the citizens, and the greatest facilities for the interchange and storage of commodities.

To one interested in the subject of the progress and destination of population on this continent, the history and prospects of Toledo will not be without interest. The centre of population and industrial power is moving, unmistakably, in the direction of the great lakes. It seems certain that, at a time not very distant, it will have reached and established itself there, and, in the most favorable positions, have gathered men into cities of greater magnitude than have yet been reared in any age or country.

The commanding geographically-commercial position of the harbor at the western extremity of Lake Erie attracted the attention of sagacious men when that whole region was yet the favorite home of the red man. Soon after WAYNE's victory, in 1794, the Indians ceded to the United States a tract of twelve miles square around the foot of the rapids of the Maumee River. This embraced most of the harbor and Fort Miami, then held by the British. During the war of 1812, Fort Meigs was built at the foot of the rapids. The tract of land on which it was built was bought, after the close of the war, by YATES & MCINTYRE, of Albany, and its river front laid out for a city, named "Orleans of the North." To promote this speculation, the steamer WALK-IN-THE-WATER, the first steamer on the lake waters, was built by Dr. STEWART and others of Albany; and Mr. LOVETT, a distinguished member of Congress of the same place, was made resident agent. All the northwestern quarter of Ohio (except the twelve miles square) and the whole surrounding region southwest, west and north, was owned and inhabited only by the Indians. The WALK-IN-THE-WATER never reached "Orleans of the North." It drew too much water to go above the harbor on which Toledo is now situated. About the same time, other points on the estuary of the Maumee, below the foot of the rapids, and, among them, a portion of the site of Toledo, became the subjects of speculations, by associations of wealthy individuals—each location being claimed to be the true position for the great future city. Perrysburg, a mile below Fort Meigs, was laid out by the United States government, and lots in the plat sold, in 1817, at high prices. All these town speculations, except that on which a portion of Toledo now stands, proved disastrous to the owners, as have, also, several others entered into subsequently, in anticipation of the construction of the great canals. The commanding position of Toledo would warrant its designation of the "New-Orleans of the Lakes." It may become more important than the New-Orleans of the rivers. The course of trade of the country, to a great extent, southwest and west of the lakes, tends strongly to their nearest good harbors. Our secession war is giving that tendency a new impulse which promises to be permanent. Chicago and Toledo will profit most by this change in the course of trade, which can hardly fail, ere long, to give them a forward impulse stronger and more enduring than has been witnessed hitherto in the most flourishing cities of the continent. These cities are nearer and more accessible to the great industrial districts of the world, to Western Europe, the Canadas and the old free States of our Union, than New-Orleans or St. Louis, and should, therefore, have the preference, in the interchange of commodities between these regions, so rich in accumulated wealth and exchangeable products, and the great interior plain of North America.

ENGLISH INSURANCE STATISTICS FOR 1860.

We are indebted to the "*British Wreck Chart*" of 1860 for the following valuable particulars as to the losses of life and property during the year:

The year 1860 has been almost unprecedented for a continued succession of bad weather; and the number of wrecks and casualties from causes other than collision is, as might be expected, greater than the number recorded during either of the preceding eight years. It is, as will be seen on reference to tables, 146 above the annual average for six years, or 1,081, against 1,067 in 1859. Whilst, however, wrecks and strandings have increased, collisions have decreased, being 298, against 349 in 1859. The whole number of casualties of allkinds, including collisions, is 37 less than the number recorded in 1859, but it is 146 above the annual average for six years.

Although the number of wrecks and strandings has been greater than usual, the loss of life has been less; the number of lives lost in 1860 being under one-third of the number lost in 1859, and 264 under the annual average for nine years. The numbers for 1859 and 1860 are 1,645 and 536.

The great loss of life during 1859 was mainly attributable to the loss of two or three fine passenger ships, and the decrease in the number of lives lost in 1860 is owing to the absence of the loss of any large ships under similar circumstances. In 1859, 870 lives were lost in two casualties alone, viz., the wrecks of the "*POMONA*" and the "*ROYAL CHARTER*," whilst in 1860 the greatest number of lives lost in any one casualty was 37, and the next greatest number 31.

It will be seen that the number of casualties to ships of the collier class (*i. e.*, ships carrying coals, coke, ores and stone in bulk) is below the number for the last year, although, as is usual, it exceeds the number of casualties to all other descriptions of ships put together. For the purpose of comparison, the number of casualties to each description of ship during the last two years may be briefly stated as follow:

<i>Ships.</i>	1859.	1860.	<i>Total.</i>	
Colliers, laden,.....	506	479	..	1,504
" light,.....	71	60		
Iron and copper ore,.....	130	98		
Stone, &c.,.....	82	83	..	1,291
Timber,.....	61	76		
Other laden vessels,.....	376	338		
Other vessels in ballast, not colliers,...	148	224	..	
Passengers,.....	42	26		
Total,.....	1,416	1,379	..	2,795

This shows that the total number of casualties in the two years is 2,795, and that of this number 1,504, or considerably more than half, happened to ships of the collier class. The result of table p. 581, taken in connection with the result of table, p. 580, shows that the classes of ships to which casualties most frequently happen on our coasts, are those between 50 and 300 tons burthen, employed in carrying coal, coke, ores and stone.

Other tables show the whole of the casualties attended with loss of life that have happened on the coasts of the United Kingdom during the last eleven years. The one contains a list of the cases in detail, geographically arranged, according to the place where the casualty happened, and the other is a summary, with the numbers classified according to districts. These tables are this year inserted for the first time.

It has been stated that the greatest number of lives lost from shipwreck are lost on the northeast coast. These tables, however, give the following results:

DISTRICTS.	Total number of lives lost during eleven years.	Annual average.
Farn Islands to Flamborough Head,.....	523 ..	47 6-11
Flamborough Head to the North Foreland,.....	957 ..	87
North Foreland to St. Catharine's Point,.....	465 ..	42 3-11
St. Catharine's Point to Start Point,.....	81 ..	7 4-11
Start Point to Land's End,.....	445 ..	40 5-11
Land's End to Hartland Point, including Scilly,.....	330 ..	30
Hartland Point to St. David's Head,.....	440 ..	40
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea,.....	879 ..	79 10-11
Skerries and Lambay to Fair Head and Mull of Cantire,...	1,456 ..	132 1-11
Cape Wrath to Buchan Ness,.....	197 ..	17 10-11
Buchan Ness to Farn Islands,.....	271 ..	24 7-11
All other parts of the coast,.....	842 ..	76 5-11
Totals,.....	6,883 ..	625 8-11

The experience of the past eleven years shows that the most serious wrecks, resulting in the greatest loss of life, do not happen, as was supposed, on the northeast coast, but in those seas and channels mostly frequented by large foreign-going ships.

A chart, illustrating these returns, and showing the spot where each casualty occurred, and the number of lives lost by it, is added.

Tables distinguishing the casualties according to the force of the wind, show that the greater portion of casualties happen with the force of the wind at and under 8, ("fresh gale,") or under circumstances in which a ship, if seaworthy and properly manned and found, ought to be well able to keep the sea. The numbers are as follow: With the force of the wind at and under 8, *i. e.*, from "calm to fresh gale," 731; with the force of the wind from 9 to 12, *i. e.*, from "a strong gale to a hurricane," 648.

It has been observed that the wreck returns for late years show that collisions are greatly on the increase, and that, from 1855 to the present time, they have nearly trebled the numbers reported in previous years. It is probable that collisions should have increased with the increased trade and consequent increase in the number of ships frequenting narrow channels; but the sudden increase which the returns seem to show to have taken place since 1854 admits of a very simple explanation.

It will be seen from our tables, that for the five years ending 1854 the annual average number of collisions reported was 91, whilst for the five years ending 1859 the annual average number reported was 298.

In 1855, the first year of the sudden increase, the wreck register was transferred to the Board of Trade and officers of the customs and coast guard; and receivers of wreck, acting under that Board, were empowered, by act of Parliament, to examine on oath the masters and crews of ships

and other persons able to give information respecting wrecks. These officers are also authorized to reward, if necessary, any person bringing the earliest information of a wreck. From these powers, and from the nature of the employment and the staff at their disposal, they have every opportunity of becoming well acquainted with the nature and circumstances of almost every casualty, and they lose no time in reporting to the Board of Trade.

It is easily understood that the Board of Trade, with its statutory powers and ample means at its disposal, obtains more reports and more accurate information of collisions, which of course happen at sea beyond the immediate cognizance of the coast guard, than it was possible for the Admiralty to obtain under the previous system, when the means available were much less. The great increase is, therefore, in all probability, due to the increased number of reports, rather than to any great increase in the number of collisions.

The *Chart* contains a list of the life-boats stationed on the coasts of the United Kingdom. It appears from the table that the number at the end of 1860 was 173, against 158 in 1859. The increase in the number of life-boats is as follow :

	1858.		1859.		1860.
Number of boats under the management of the National Life-Boat Institution,.....	81	....	92	....	110
Number of boats under other management,.....	68	....	66	....	63

Of the number in existence at the end of the year 1860, 91 are under the management of the National Life-Boat Institution, but are subsidized by the Board of Trade, and five are subsidized by the Board of Trade direct, without the intervention of the institution. Of the remainder, 19 are maintained by the institution and 58 by local bodies.

The mortar and rocket apparatus is maintained in a very effective state: there has been an increase of 17 in the number of stations during the past year; many of the existing stations have been removed, and the apparatus has, in many cases, been renewed and remodeled.

Through the energy and zeal of the officers and men of the coast-guard service, great proficiency has been attained in working the apparatus from the shore. It does, however, sometimes happen, that after a communication is effected, the crew are unable to use it from ignorance of the working of the apparatus, notwithstanding the means taken to make it known by circulation of hand-bills, by inserting the directions in ships' logs, by exercising the apparatus in the presence of merchant seamen, where possible, and by examining masters and mates in its use and application when they are passing for certificates of competency.

The expense of providing and maintaining the life-boats and apparatus for saving life will be seen as annexed.

The sum paid to the Royal National Life-Boat Institution during 1860 is £2,486 13s. 6d. The payments by the Board of Trade direct, for rewards and gratuities, and for services at wrecks, amount to £918 8s. 6d.; and the expenses of maintaining the mortar and rocket apparatus, to £2,456 15s. 8d.; being a total payment of £5,861 17s. 5d. for saving and endeavoring to save life during the year 1860.

The mortar and rocket apparatus and life-boats cannot be over-rated as means for saving life. The good they have effected will most easily be

seen by a reference to the following table, showing the number of life-boats, &c., and the number of lives saved during the last six years :

<i>Years.</i>	<i>No. of Life-Boats.</i>	<i>No. of Mor- tar and Rocket Apparatus.</i>	<i>No. of Lives saved on the Coast by as- sistance from the Shore.</i>
1855.....	47	....	1,098
1856.....	47	....	1,836
1857.....	66	198	1,161
1858.....	81	216	1,161
1859.....	92	216	1,566
1860.....	110	233	1,383
Total to 1860.....	....	....	8,205

The number of lives saved during 1860 on or near the coasts of the United Kingdom, of which reports have been received, was 2,152, against 2,332 in 1859. The number saved, with more or less risk, by assistance from the shore during 1860, was 1,383, or nearly two-thirds of the whole number saved. The life-boats saved 326 lives, being greatly in excess of the number saved by life-boats during the two previous years; and the mortar and rocket apparatus saved 408 lives. The remainder (*viz.*, 635) were saved by fishing boats, smacks, &c., at sea, and 14 by individual exertions of a meritorious character.

Charts, showing the wrecks and casualties for the year 1860, the wrecks and strandings involving loss of life during the last eleven years, and the collisions involving loss of life during the same period, are appended.

I. British Wrecks and Casualties for Five Years.

<i>Months in which Casualties happened.</i>	NUMBER OF WRECKS AND CASUALTIES IN				
	1856.	1857.	1858.	1859.	1860.
January.....	149	281	124	115	206
February.....	154	64	116	139	187
March.....	96	166	148	136	71
April.....	74	76	115	126	70
May.....	57	38	48	32	187
June.....	32	34	80	27	74
July.....	48	33	61	34	30
August.....	51	75	33	52	74
September.....	98	66	91	86	84
October.....	99	135	148	343	156
November.....	129	94	120	170	164
December.....	166	86	136	156	126
Total.....	1,153	1,143	1,170	1,416	1,379

II. Statement of the number of Lives lost on the Coast of the United Kingdom during the Eleven Years ended December, 1860.

1850.....	645	1855.....	437	1860.....	466
1851.....	277	1856.....	297		
1852.....	838	1857.....	439	Total.....	6,883
1853.....	842	1858.....	243		
1854.....	834	1859.....	1,565	Annual average,..	625

III. *Number of Lives Saved from Shipwreck on the Coast of the United Kingdom during the Years 1856, 1857, 1858, 1859 and 1860.*

1856,.....	2,243	1858,.....	1,555	1860,.....	3,697
1857,.....	1,668	1859,.....	2,332	Total,.....	11,495

IV. *Wrecks and Casualties, distinguishing the Ships and Cargoes Insured and Uninsured, and the amount of Insurance, where known.*

	1856.	1857.	1858.	1859.	1860.
No. of vessels reported to be insured,	484	599	478	554	514
Amount of insurance,.....	£ 451,513	£ 388,904	£ 587,772	£ 463,005	
No. of cargoes reported to be insured,	110	84	62	87	57
Amount of insurance,.....	£ 21,622	£ 25,413	£ 101,212	£ 21,274	
Total amount of insurance,.....	£ 473,135	£ 414,317	£ 688,984	£ 484,279	
No. of vessels reported as not insured,	179	179	232	316	280
“ cargoes “ “	264	118	152	173	145
No. of vessels, whether insured or not, unknown,.....	490	365	462	546	585
No. of cargoes, whether insured or not, unknown,.....	592	741	765	923	893
Ships in ballast,.....	187	200	191	283	284
Total,.....	1,153	1,143	1,170	1,416	1,379
Est'd No. of ships lost or damaged, ..	507	576	860	817	
“ Amount of insurance,.....	£ 393,859	£ 343,117	£ 528,261	£ 508,754	
“ No. of cargoes lost or damaged, ..	169	228	294	258	
“ Amount of insurance,.....	£ 125,442	£ 92,648	£ 221,860	£ 94,311	
Total estimated loss as reported,....	519,301	435,656	750,121	603,065	

V. *British Wrecks and Casualties, distinguishing the Description and Tonnage of the Ships.*

Description of Ships.	1856.	1857.	1858.	1859.	1860.
Steamships,.....	34 ..	39 ..	48 ..	34 ..	38
Barks,.....	139 ..	129 ..	102 ..	123 ..	110
Billy boys,.....	.. ..	.. ..	4 ..	4 ..	13
Brigs,.....	299 ..	311 ..	280 ..	292 ..	352
Brigantines,.....	66 ..	51 ..	85 ..	98 ..	99
Chasse maree,.....	3 ..	1 ..	.. ..	4 ..	..
Cobles,.....	2 ..	1 ..	2 ..	1 ..	1
Cutters,.....	3 ..	8 ..	2 ..	17 ..	8
Dandy,.....	.. ..	3 ..	7 ..	10 ..	5
Flats,.....	.. ..	4 ..	5 ..	4 ..	2
Galliot,.....	18 ..	21 ..	15 ..	22 ..	16
Hermaphrodites,.....	2 ..	.. ..	.. ..	.. ..	..
Hookers,.....	.. ..	1 ..	1 ..	.. ..	1
Ketches,.....	9 ..	5 ..	6 ..	20 ..	13
Keels,.....	.. ..	2 ..	1 ..	1 ..	1
Luggers,.....	11 ..	11 ..	26 ..	12 ..	25
Polaccas,.....	1 ..	.. ..	.. ..	4 ..	7
Ships,.....	92 ..	58 ..	55 ..	50 ..	49
Schooners,.....	342 ..	354 ..	374 ..	491 ..	421
Sloops,.....	76 ..	68 ..	89 ..	127 ..	114
Smacks,.....	47 ..	65 ..	55 ..	90 ..	70
Snows,.....	4 ..	8 ..	4 ..	8 ..	11
Trows,.....	1 ..	.. ..	.. ..	1 ..	1
Yachts,.....	3 ..	1 ..	4 ..	2 ..	4
Yawls,.....	.. ..	.. ..	4 ..	.. ..	15
Unknown,.....	1 ..	2 ..	1 ..	1 ..	3
Total,.....	1,153 ..	1,143 ..	1,170 ..	1,416 ..	1,379

Description of Ships.	1855.	1856.	1857.	1858.	1859.	1860.
Vessels not exceeding 50 tons,	.. ..	145 ..	172 ..	199 ..	306 ..	284
51 and not exceeding 100 "	541 ..	338 ..	321 ..	352 ..	455 ..	393
101 " " 800 "	496 ..	472 ..	473 ..	467 ..	493 ..	557
301 " " 600 "	67 ..	137 ..	114 ..	96 ..	105 ..	105
601 " " 900 "	27 ..	34 ..	43 ..	28 ..	33 ..	25
901 " " 1,200 "	4 ..	15 ..	7 ..	23 ..	17 ..	9
1,200 tons and upwards, ...	6 ..	12 ..	13 ..	5 ..	5 ..	6
Unknown, .....	.. ..	.. ..	.. ..	.. ..	2 ..	..
Total, ...	1,141 ..	1,153 ..	1,148 ..	1,170 ..	1,416 ..	1,379

IV. Total number of Wrecks and Casualties during the Years 1852 to 1860 inclusive, distinguishing British from Foreign Ships, with the total number of Voyages of British and Foreign Ships.

Year ending	NUMBER OF VOYAGES.			NUMBER OF CASUALTIES.		
	British Ships.	Foreign Ships.	Total Ships.	British Ships.	Foreign Ships.	Total Ships.
Dec. 31, 1852, ...	197,580 ..	34,118 ..	231,698 ..	946 ..	169 ..	1,115
" 1853, ...	198,430 ..	44,549 ..	242,979 ..	688 ..	144 ..	832
" 1854, ...	195,165 ..	43,510 ..	238,675 ..	824 ..	163 ..	987
" 1855, ...	191,813 ..	38,238 ..	230,051 ..	974 ..	167 ..	1,141
" 1856, ...	206,339 ..	40,792 ..	247,131 ..	916 ..	237 ..	1,153
" 1857, ...	213,185 ..	44,818 ..	258,003 ..	930 ..	213 ..	1,143
" 1858, ...	201,872 ..	45,713 ..	247,585 ..	961 ..	209 ..	1,170
" 1859, ...	206,652 ..	46,713 ..	253,365 ..	1,228 ..	188 ..	1,416
" 1860, ...	209,026 ..	51,165 ..	260,191 ..	1,193 ..	186 ..	1,379
Total, ...	1,820,062	389,616	2,209,678	8,660	1,676	10,336

THE SEA.—The mean depth of the sea is, according to LA PLACE, from four to five miles. If the existing waters were increased only by one-fourth, it would drown the earth, with the exception of some high mountains. If the volume of the ocean were augmented only by one-eighth, considerable portions of the present continents would be submerged, and the seasons would be changed all over the globe. Evaporation would be so much extended that rains would fall continually, destroy the harvests, fruits and flowers, and subvert the whole economy of nature. There is, perhaps, nothing more beautiful in our whole system than the process by which the fields are irrigated from the skies—the rivers are fed from the mountains—and the ocean restrained within bounds, which it never can exceed so long as that process continues on the present scale. The vapor raised by the sun from the sea flows wherever it is lighter than the atmosphere, and condensed, it falls upon the earth in water. If we suppose the sea, then, to be considerably diminished, the Amazon and the Mississippi, those inland seas of the Western world, would become inconsiderable brooks; the brooks would wholly disappear, the atmosphere would be deprived of its due proportion of humidity. All nature would assume the garb of desolation; the bird would droop on the wing; the lower animals would perish on the barren soil, and man himself would wither away like the sickly grass at his feet. He must indeed be incorrigibly blind, or scarcely elevated in the scale of reason above the monkey, who would presume to say, or could for a moment honestly think, when duly informed on the subject, that the machinery by which the evaporation and condensation has been constantly carried upon the earth for so many centuries exhibits no traces of Divine science, power and benevolence towards mankind, whose subsistence and happiness absolutely depend upon the circumstance of the waters of the ocean, earth and air, uniformly preserving the average of their present mutual proportions.—*Quarterly Review*.

JOURNAL OF MERCANTILE LAW.

I. THE STATUTE OF FRAUDS. II. INSURANCE. III. FIRE POLICY. IV. USE OF CAMPHRENE.
V. RAIL-ROADS. VI. THE BRITISH LAW OF BANKRUPTCY. VII. RAIL-ROAD MORTGAGES.
VIII. MOSAICS AND PRECIOUS STONES. IX. PLAYING CARDS.

THE STATUTE OF FRAUDS.

A Promise to Pay the Debt of Another.—As is well known, the statute of frauds, first enacted during the reign of CHARLES II., (1677,) has been generally adopted in this country; yet none of the various statutes of the States exactly agree with the English statute, or with one another; but still, in substance, they are all very nearly alike.

The interpreting of this enactment has given rise to an almost endless amount of litigation; and even now cases are reported every day, on points which would seem long since to have been settled by our courts, and which litigation could therefore have been avoided, had the parties to the contract understood the true meaning of the statute, as already thus interpreted. Many of its provisions, too, relate so directly to commercial transactions that it is impossible for any one engaged in any mercantile or commercial business to be too familiar with them. We are led to these remarks from seeing a case reported in the last number of GRAY's *Mass. Reports*, (*STONE et al. vs. WALKER et al.*, 13 *Gray*, 613,) involving a point which we had supposed was already so clearly settled by repeated decisions that it would be impossible again to raise a question about it.

It will be remembered that this statute of frauds relates to several distinct kinds of contracts, but we would only call attention, at this time, to that provision requiring a promise to answer for the debt of another person to be in writing. To understand this provision fully it is only necessary to bear in mind one or two principles which the decisions made under it have clearly laid down.

And in the first place, of course, there must be a *consideration* for such a promise, to make it good. Hence, even if one promises in writing to answer for a debt of another, where there is no consideration for the promise, the promise cannot be enforced. The consideration may be either "a benefit to the promisor or else an injury or loss to the promisee, sustained by him at the instance and request of the promisor;" but there must be, as we have said, some consideration, either of one kind or of the other, to sustain the promise.

Then, again, it must be, as the statute says, in writing. But here arises the question which has been the source of most of the litigation under this provision, and it is this: What promises or contracts come *within this statute*? By the words "within the statute" is meant what contracts the statute *applies to*. Our courts, in interpreting this provision and answering this question, have long since made a distinction, which, if remembered, will explain the whole thing, and clear up the difficulty. They have settled, that where the promise is an *original* undertaking it

does not come within the statute, and need not, therefore, be in writing; but where it is a *collateral* promise, it must be in writing. For instance: "If two come to a shop, and one buys, and the other, to give him credit, promises the seller, 'If he does not pay you I will,' this is a *collateral* undertaking, and void by the statute of frauds, unless in writing. But if he says, 'Let him have the goods—I will be your paymaster,' this is an *original* undertaking, an undertaking as for himself, and he shall be intended to be the very buyer, and the other to act but as his servant." This is the substance of an illustration in an old English case, but the same has been used and the principle affirmed in very many of our American cases. In the recent one above referred to (13 Gray, 613) the court says: "If the promise is made by one in his own name to pay for goods or money delivered to or services done for another, that is *original*; it is his own contract, on good consideration, and is called *original*, and is binding on him without writing. But if the language is, 'Let him have money or goods, or do service for him, and I will see you paid,' or, 'I promise you that he will pay,' or, 'If he do not pay I will,' this is *collateral*, and, though made on good consideration, it is void by the statute of frauds, unless in writing." This principle will also be found illustrated in the older Massachusetts case of NELSON vs. BOYNTON, 3 Met. 400, as well as in numberless other cases in other States.

Thus it will be seen that the question always to be decided is, (see *Parsons on Laws of Business*, 77,) To whom did the seller give and to whom was he *authorized* to give credit? This question the *jury* will decide, upon consideration of all the facts, under the direction of the court. If a seller sues one to whom he did not deliver the goods, on the ground that this other promised to pay for them, then the question is, Did this other promise to pay for them as for his own goods? for then it is an *original* promise, and the promise need not be in writing; or did he promise to pay for them as for the goods of the party receiving them, and in case such party did not pay? then it is a *collateral* promise, and must be in writing. If, on examination of the books of the seller, it appears that he charged the goods to the party who received them, it will be difficult, if not impossible, for him to maintain that he sold them to the other party. But if he charged them to this other, such an entry would be good evidence, and, if confirmed by circumstances, strong evidence, that this party was the purchaser. But it cannot be conclusive, for the party not receiving the goods may always prove, if he can, that he was not the buyer, and that he promised only as surety for the party who was the buyer, and, consequently, his promise cannot be enforced, if not in writing. And, in general, in determining this question, the court will always look to the actual character of the transaction and the intention of the parties.

There is also another kind of promise, which is *original* and not *collateral*, and which does not, therefore, come within the statute. It is this: when the promise to pay the debt of another is not made at the time the debt is contracted, but subsequently, and arises out of some new and original consideration of benefit or harm moving between the newly contracting parties. As KENT, Ch. J., says, (8 J. R. 29,) "If a promise to pay the debt of another be founded on a new and distinct consideration, independent of the debt, and one moving between the parties to the new promise, it is not within the statute, but is an *original* promise."

For instance, take the case of *SKELTON vs. BREWSTER*, (8 *J. R.* 376,) where A., in consideration that B. would deliver him all his household goods, and that C. would discharge B. from execution, promises to pay C. the amount of the execution. In that case it was held that the promise of C. was an *original* undertaking and not within the statute. So, also, in *GOLD vs. PHILIPS*, (10 *J. R.* 412,) the court held, that if A., in consideration of a sale of land to him by B., promise to be accountable for debts due C. from B., it is an *original* undertaking, and not within the statute. So, also, in *MERCER vs. ANDREWS*, (10 *Wend.* 461,) it was held, that a promise to pay the debt of a third person, in consideration of the promisee surrendering property levied upon by execution, is, in like manner, an *original* undertaking, and need not be in writing to render it valid. These cases show very clearly the general principle, that when the promise to pay the debt of another is subsequent to the contraction of the debt, and arises out of some new consideration, such a promise does not come within the statute. We have also seen above, that when the promise is such that the guarantor becomes actually the purchaser, the promise in that case is, also, not within the statute. These exceptions, then, (if we may be permitted to call them such,) embrace, we believe, all the explanations necessary for a right understanding of this vexed question; and, could these principles and explanations be as familiar as household words (and they ought to be) to every one, we should have no more litigation under this provision of the statute of frauds.

INSURANCE.

Insufficiency of Policies.—In our last number was reported the case of *TAYLOR vs. THE ÆTNA LIFE INSURANCE COMPANY OF MASSACHUSETTS*, (13 *Gray*, 434,) illustrating the necessity of stating in an insurance policy the precise restrictions the company wishes to make to their contract. We find in the last volume of the Reports of the Court of Appeals of New-York State, (*CASLER vs. THE CONNECTICUT MUTUAL LIFE INSURANCE COMPANY*, 22 *N. Y.* 427,) another instance of this same carelessness in wording a policy. In fact, the books are full of just such instances. Yet nothing is more damaging to insurance companies, as all know, than litigation as to the nature of the contract after a loss has happened. Nor is there, as a general thing, any need for it. The contract should be drawn up in simple, precise language, leaving out all vague generalities, so that the assured may know, without a doubt, what he can depend upon. When there is an actual honest loss, we think that the claim should be paid at once, and no attempt made on the part of the company to dig up defenses or to creep out of their liability. In most cases, however, we are happy to say, that the difficulty between the insurer and the assured arises, as we have intimated, not from a dishonest desire of the company or its officers, but from having inserted in the contract phrases used in common conversation which have no accurate and well-defined meaning. For instance, take the case (13 *Gray*, 434) referred to in our last number. There the company probably wished not to assume the risks incident to a second-class passage to California in a second-class vessel. But fancying that if they expressed a part, the remainder would be understood, they simply restricted the assured to a first-class vessel. In ordinary conversation, if one were to tell us that he made a voyage in a first-

class vessel, we might, to be sure, suppose that he did not go "as a steerage passenger." But in drawing a contract it will not do to express only a part of what is meant, and rely upon such loose construction to work out the remainder of the intended meaning. Especially is this true of an insurance contract; for a policy of insurance is a contract of indemnity, and must, therefore, receive such a construction of the words employed in it as will make the protection it affords co-extensive, if possible, with the risk of the assured. (1 *Hall*, 166.) When, therefore, it is desired that the assured should not "pass to and from California" as a *steerage passenger*, it must, without doubt, be so stated in the policy.

The case of *CASLER vs. THE CONNECTICUT MUTUAL LIFE INSURANCE COMPANY* (22 *N. Y.* 427) is also, as we have said, an error of the same class, and the precise error made in this instance is one that many companies have fallen into, as appears by the policies we have examined, issued by them. The company in this case wished, we suppose, not to assume the risk the assured would incur by going into some of the almost unsettled portions of our country's territories. To express this wish the policy restricted the assured "*to the settled limits of the United States.*" Of course, when the court came to give effect to such a clause, it was held to be too vague and uncertain to mean what the company supposed it did, and therefore decided that it only restricted the assured *to the settled boundaries of the United States*—that is, that the policy allowed the assured to pass through any of the States (with the exceptions specially named) or territories, whether settled or unsettled. But we deem this case of so much importance that we shall insert it almost entire, simply adding that too much care and study cannot be spent upon each word of a policy, and the simpler and more exact the words, the less chance there will be of misunderstanding and litigation. The facts and opinion of the case we refer to (22 *N. Y.* 427) are in substance as follow:

Facts.—This action was brought to recover the amount insured by a policy issued by the defendant upon the life of NICHOLAS CASLER, of which the plaintiff was the assignee. One of the conditions of the policy was in substance that if the assured should pass beyond the settled limits of the United States, (except into the settled limits of the British provinces of Canada, &c.,) or visit parts of the United States lying south of the southern boundary of Virginia and Kentucky during certain periods of the year, then the policy should be void. The complaint averred the issuing of the policy and its assignment, and that the death of CASLER took place on the 21st June, 1850, within the settled limits of the United States, and while the policy was in force. The answer denied the averment in respect to the death of CASLER, and alleged affirmatively that on the 21st of June, 1850, he was beyond the settled limits of the United States.

Upon the trial it was proved that in the spring of 1850, CASLER started upon a journey to California by the route over the plains from Fort Independence, in the direction of the Great Salt Lake, and at the upper crossing of the South Fork of the Platte River was seized with cholera, and died there on the 21st of June, 1850.

The judge who tried the cause found, among other things, that the assured died at the time and place specified in the complaint, and, as a conclusion of law, that he did not pass and was not, at the time of his death, beyond the settled limits of the United States.

The judgment entered upon his direction for the plaintiff, was affirmed at General Term, and the defendant appealed to the Court of Appeals. The following is the decision of the Court of Appeals, affirming the judgment at General Term:

The HON. W. J. BACON and S. L. SELDEN delivered the opinions.

Decision of the Court.—BACON, J., in his opinion, says: "It is claimed by the counsel for the plaintiff that the words 'settled limits' as used in the policy, mean 'established boundaries,' and that they are susceptible of no other fair or reasonable interpretation. On the other hand, the defendant's counsel insists that these words are synonymous with the phrase 'the region of the settlements,' and that consequently, as the assured could only reach California by going into and passing through an unsettled region of the country, the policy was forfeited.

"It is, on all hands, conceded that the place of CASLER's decease was within the established boundaries of the United States. If the words 'settled limits' had been only once used in the policy, and in no other connection than the one in which they first occur, I think it would readily be conceded, that the most natural and obvious interpretation is that given to them by the plaintiff. The word 'settled,' when used in connection with the word 'limits,' has its most natural synonym in the words 'fixed,' 'determined,' 'established.' And the word 'limit' most obviously and normally designates a bound, a restraint, a circumscription, a boundary. Then, again, if the words are to be understood in any other sense than as designating the recognised or established boundaries of the country, there are practical difficulties in giving them an application, such as would almost authorize a court to pronounce them void for uncertainty. What are we to understand by 'the region of the settlements,' and when could a man be said to be within or beyond there? How thickly must, or how sparsely may, any given section of the country be populated to come clearly within the scope of these terms? We have, in the very heart of this State, a vast region almost entirely untenanted by man. From the eastern boundary of the county of Oneida, extending almost to the shores of Lake Champlain, there stretches a wide expanse of unsettled and almost literally uninhabited country. It is the region of the primeval forests, with their native denizens, an 'unbroken, unbounded, magnificent wilderness.' Since the unfortunate HERISHOFF, more than half a century ago, penetrated the western verge of JOHN BROWN's tract, and for a short period attempted a residence at the outlet of one of the Moose lakes, not a dozen settlers have ventured to follow him, and locate permanently in this wild region. It is visited, indeed, during certain periods of the year, by sportsmen intent on game, or by those whose purpose it is for a season to banish themselves from society, and realize that 'boundless contiguity of shade' which the poet sighed for. It is far enough beyond the region of the settlements; and yet it would be a rather startling proposition that any one who should happen to have such a life policy as this, and who, for the purposes of relaxation, amusement or the love of adventure, should penetrate that great wilderness, would, by that act, run the risk of forfeiting all his interest in this policy.

"Again, there are in several of the Western States extensive prairies, varying in width from fifty to a hundred miles. On either side are the habitations of men and the accompaniments and appliances of civilized life; but in the wide and sea-like expanse nothing human lives. Sup-

pose the traveller, passing over this region, should be overtaken by sudden illness and perish in the midst of the prairie, without aid or the power of invoking it, would he be within or without the region of the settlements? Considerations like these soon inevitably lead to the conclusion that the language of the policy must have been used to indicate the established boundaries of the country; and such, upon the whole, I am satisfied is the interpretation that should be given to them. This is the more natural and ordinary signification of the language, and it is susceptible of a precise and definite application, for the boundaries of the nation are either well known or are capable of perfect ascertainment."

SELDEN, J., in his opinion, also says: But this question does not depend upon any refined criticism upon the language used. The clause is to have a reasonable interpretation. To provide that the insured should not, without the consent of the company, go without the bounds of the United States, would be a perfectly natural and proper provision; and this is precisely what the phrase in question means, upon a plain literal construction of its terms. But what sort of a contract should we have upon the other construction? Who can interpret the phrase, "the region of the settlements?" Can any one tell, with any precision, what it means? Is it not, in the highest degree, vague and indefinite? It is a phrase which would convey some vague idea, if used in a loose conversation, but which would seem to be utterly out of place in a contract where some degree of precision is required; and yet it is proposed to discard a phrase used by the parties, the literal meaning of which is simple, plain and appropriate, and to substitute in its place one invented by the court, the meaning of which is utterly vague and uncertain. I suppose Salt Lake City to be something of a "settlement;" could the insured, under such a policy, go there? If not, for the reason that the intermediate territory was unsettled, how near must he get to the city before he would be in "the region of the settlements?" Suppose he was residing there when insured, could he go for any purpose into the surrounding territory, or must he confine himself to the bounds of the city? Again, assuming that the insured could go to Marquette, upon Lake Superior, without going out of "the region of the settlements," could he cross from there to the Mississippi River? Once more: Suppose he should go, by the advice of his physician, upon a hunting or fishing excursion to the centre of the JOHN BROWN tract in this State, would he, when there, be within or without the region of the settlements? I confess myself unable to give a satisfactory answer to any of these questions.

It has been suggested that, by the phrase "settled limits," it was intended to embrace all the organized States and Territories of the Union, and to exclude all other territory. The language, however, seems ill-adapted to express such an idea, and there is nothing in the circumstances or in the nature of the contract to indicate any such intention. It is certainly safer, and more in accordance with legal principles, where there is so much doubt, to adhere to the plain, literal meaning of the terms of the contract. In accordance with these opinions the judgment was affirmed.

Notice of Subsequent Insurance.—We also find reported (22 *N. Y.* 402) the case of *BIGLER et al. vs. THE NEW-YORK INSURANCE COMPANY*, in which the question is finally settled, that when the condition of a fire policy requires the assured to give notice of any subsequent insurance,

the policy is avoided by a failure to give notice of a subsequent policy, *although the latter be void*, its invalidity, however, not appearing on its face. This decision does not agree with those of several other States, yet of course it must hereafter be considered the law of New-York, although it would seem that where the subsequent policy *was void*, there would be, in reality, no "*subsequent insurance*" of which to give notice. The facts of this case were these :

Facts.—On the 5th of September, 1851, the plaintiffs effected an insurance with the defendants in the sum of \$1,000 on their saw-mill in this State, and the defendants issued to them a fire policy in the usual form. This policy contained the usual stipulation, that if the insured should make any other insurance, and should not, with all reasonable diligence, give notice to the secretary and have the same endorsed on the said policy, or otherwise acknowledged by the corporation in writing, then the said policy should cease and be of no further effect.

On the 30th of January, 1852, the plaintiffs procured from the Globe Insurance Company another policy on the same property for the sum of \$1,000, and this policy contained the stipulation, that in case the assured should have already any other insurance against loss by fire on the property thereby insured, not notified to the Globe Insurance Company, and mentioned in or endorsed upon their policy, then the policy issued by them should be void and of no effect. We have seen that the plaintiffs did have a prior insurance with the defendants, but there was no endorsement on the Globe policy nor statement in or annexed to it, showing that there was any such prior insurance. Nor did the plaintiffs notify the defendants of the issuing of this policy by the Globe Insurance Company.

On the 31st of May, 1852, the property thus insured was consumed by fire, whereby the plaintiff sustained a loss to the amount of \$2,800. Thereupon the plaintiffs brought an action against the Globe Company for the amount of the policy issued by them, and in settlement of this a draft was given by an agent of the Globe Company, which, however, at the time of this trial, had not been paid.

Decision.—On these facts the court held, as we have stated above, that the plaintiffs could not recover. The following is the substance of the opinion of the court :

I. The only question presented for our consideration is whether the plaintiffs, in the face of the conceded violation of their agreement with the defendants, can recover on this policy. That agreement was, that in case they should effect any other insurance upon the property covered by the defendants' policy, then the defendants' policy was to cease and be of no further effect, unless the plaintiffs should give notice to the secretary of the defendants of such further insurance, and have the same endorsed on the policy, or otherwise acknowledged in writing by the corporation.

Here it is undeniable, upon the facts proven in the case, that the plaintiffs did effect further and other insurance upon the same property, but did not give the defendants the required notice. By virtue of the agreement between the parties, the policy issued by the defendants *was*, from the happening of that event, to cease and be of no further effect.

II. The plaintiffs seek to excuse themselves for this breach of their agreement, by alleging that the policy obtained by them from the Globe Company *was void* by reason of the stipulation and agreement contained

in that policy, "that in case the assured shall have already any other insurance against loss by fire on the property hereby insured, not notified to this company, and mentioned in or endorsed upon this policy, then this insurance shall be void and of no effect." The plaintiffs say, therefore, that this latter policy was void, and hence, that they had no further or other insurance than the defendants' policy. Thus the agreement in that regard with these defendants was not violated. In assuming this position, they overlook the fact that this agreement or stipulation was made for the benefit of the Globe Company, and that it was competent for that company to waive it. It would appear that in the suit brought by these plaintiffs against that company, its liability on the policy was acknowledged, and a draft given to pay the amount of the loss. Hence the plaintiffs, although they now claim the Globe policy to be void, might receive the benefit of both policies, if allowed to recover in this action, and their answer, therefore, simply amounts to this, that this second insurance might legally have been resisted and avoided. Such was not the agreement between the parties to this action. For good reasons, the insurer and the assured agreed that if the latter thereafter made any other insurance on the property, such act should vitiate the policy. The defendants meant to have the plaintiffs take some risk themselves in reference to the insured property, and this was secured by its not being insured to its full value. This safeguard was lost when the second policy was taken, and that was precisely what the defendants intended and had a clear right to prevent, by the clause under consideration.

III. It is earnestly insisted, however, on the part of the plaintiffs, as above stated, that, in fact, they had no other insurance; the policy issued by the Globe Company being invalid, and that the "other insurance," in the contemplation of the policy, means legal and valid insurance. In reference to this point we have already made some suggestions. But assuming to be correct, that it was invalid, and that, consequently, the plaintiffs had no other legal insurance on the property, still we say the plaintiffs' position is untenable. The question thus presented arose in the Supreme Court of the United States, in the case of *CARPENTER vs. THE PROVIDENCE WASHINGTON INSURANCE COMPANY*, (16 *Pet.* 495,) where this point was very fully discussed, and a decision made against the position of the plaintiff in this action. We regard this case as in point, and the reasoning of the court is satisfactory to us, and we think, therefore, the rule adopted by it should be sanctioned by this court.

Such is the substance of the opinion of the court in this case. As we have said above, however, a different view has been taken of this same question by the courts of Maine (37 *Maine*, 137) and of Massachusetts. (23 *Pick.* 418.) Both these States have held, that as, under the facts of the case, the second policy would be void, it could not amount to another insurance, or in any way affect the first policy. This seems to us to be the most reasonable conclusion.

Policy—Written Portions to prevail over Printed Portions.—We also find in this same volume of the New-York Reports (22 *N. Y.* 441) the case of *HARPER vs. THE NEW-YORK CITY INSURANCE COMPANY*, re-affirming the principle decided in 17 *N. Y.* 194, and holding that the printed portions of a policy are to be controlled by the written portions. In this case the plaintiffs' insurance was upon their printing and book materials, stock, &c., "privilege for a printing office, bindery, &c.," as appeared

from the description in the *written* portion of the policy. The *printed* condition declared in substance, that if camphene was used and a loss was occasioned thereby, the insurer would not be liable. The jury found, in answer to interrogatories specially submitted to them, that the use of camphene was according to a general and established usage in the printing and book business, as carried on by the plaintiffs, and that such use was necessary in that business. The plaintiffs used camphene in this manner, and the fire was occasioned by a workman throwing a lighted match into a pan upon the floor containing camphene.

On these facts the court held, that as camphene was necessary in the business carried on by the plaintiffs, the insurers were, under the written portions of the policy, liable for a loss occasioned by such necessary and customary use of camphene, although the printed condition declared that if the article were used, and a loss were occasioned thereby, the insurer would not be liable. By insuring the plaintiffs' stock with the privilege of a printing office and book bindery, the use of such materials as were necessary in that business were allowed, otherwise the contract was a mere delusion. The printed condition, exempting the underwriters from loss when occasioned by this article, should, therefore, be construed as referring to uses not within the privilege thus granted. So far as the two parts of the contract are repugnant to each other, the printed form must yield to the deliberate written expression.

DECISIONS IN ADMIRALTY.

United States Circuit Court, New-York. Before Judge NELSON, November 8, 1861 :

SIMON BANKS vs. THE STEAMBOAT METROPOLIS.—The libel is filed in this case to recover damages against the **METROPOLIS** for a collision with the sloop **GOLDEN RULE**, on the night of the 12th August, 1858, on Long Island Sound, some five or six miles off **FAULKLAND'S** Island, and nearly midway between that and Long Island shore. The sloop was laden with corn and feed, and bound for Providence, Rhode Island. The **METROPOLIS** was on her usual trip from Fall River to the city of New-York. The night was not very dark, the wind light, east southeast or southeast, the sloop going but one or two miles an hour, close hauled; she saw the lights of the steamer several miles off, and, when within some two or three miles, coming on a course apparently towards her, a bright light was hoisted by a hand standing on the deck; and afterwards, the steamer still continuing her course, he stood upon top of the cabin, holding the light as high as he could with his arm.

The pilot of the **METROPOLIS** admits he saw a light of a vessel some two or three miles off on his port bow, but that it soon disappeared, and he did not again see it till the moment of the collision. No change was made in the course or speed of the vessel, which was sixteen miles an hour, after discerning the light, nor, for aught that appears, was there any attention paid to it. The look-out admits he saw no light, nor did he report any till just as the collision happened. The better opinion, upon the proofs, is that, with a competent and vigilant look-out on the steamer, the sloop might have been seen even without a light, as the night was not very dark; but, with the light exhibited on the sloop, of

which we cannot doubt, as all on board testify to it, there is no excuse for not having seen her in time to have avoided the disaster. We consider the case a very plain one of fault on the part of the steamer. As to the damages, we agree with the court below that the libellant was entitled to recover on the basis of a total loss. The injury to the vessel and cargo was so great—and both submerged near the middle of the Sound, which, at the place of collision, was some sixteen miles wide—he was not under obligation to encounter the hazard and expense of attempting their rescue, or to save anything from the wreck. If the attempt had resulted in the increase of his loss, which it probably would, the respondents would not have been liable for it. Decree affirmed.

RAIL-ROADS.

Where two corporations, chartered respectively by the States of Michigan and Indiana, with power to each to build and operate a railroad within its own State, have united in the business of transporting passengers over a third road in the State of Illinois, beyond the limits authorized by the charter of either, such corporations are jointly liable for injuries to a passenger resulting from the negligence of their employees. (*BISSELL vs. THE MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R. Co. N. Y. Court of Appeals.*)

THE NEW BRITISH LAW ON BANKRUPTCY AND INSOLVENCY.

The following is a summary of the most important changes made in the law of bankruptcy by the bill which received the royal assent on July 6th. In regard to the merits of this bill the London *Times* says :

"There can scarcely be a doubt that these alterations in the law will not only greatly lessen the expenses attending bankruptcy proceedings, but will be most acceptable to the mercantile classes, releasing them from the official trammels with which those proceedings have hitherto been invested. It is believed that a bill will be brought in, next session, to consolidate the law in one statute."

Non-traders are to be liable to the bankruptcy laws in respect of future debts. The seizure and sale of the goods of a debtor, under an execution for debt above fifty pounds, will be an act of bankruptcy, and all such sales must be by public auction, duly advertised. Per centages are no longer to be taken from bankrupts' estates, and the official assignees and messengers are to be greatly reduced in number, and paid by fixed salaries.

At the first meeting under a bankruptcy the creditors may remove the proceedings to any county court, or, if they think fit, determine to wind up the estate under a private arrangement, and also decide whether the bankrupt shall have any and what allowance for support. The official assignee is to collect the debts not exceeding ten pounds, and the court is to order in whose custody the books and papers belonging to the estate shall be deposited. The creditors are to determine whether the estate shall be realized by an official assignee or assignees chosen by themselves, and, in the latter case, may allow them the assistance of a paid manager. All moneys received by the assignees are to be forthwith

paid into the Bank of England, to the account of the accountant in bankruptcy, and in country districts, where there shall be no branch of the Bank of England, then into such other bank as the court shall direct.

The creditors' assignee must, every three months, submit a statement of his accounts, with vouchers, to the official assignee for examination, and, after such accounts have been passed, the official assignee is to send a printed copy thereof, or a statement showing the nature and result of the transactions and accounts of the assignee, to every creditor who has proved under the bankruptcy.

The proof of debts may be made by sending to the assignees, through the general post, a statement of such debt and of the account, if any, between the creditor and the bankrupt, together with a declaration, signed by the creditor, that such statement is a full, true and complete statement of account between them. False declaration is to be a misdemeanor. All statements of account are to be compared with the books and papers of the bankrupt by the assignees.

The classification of certificates is abolished, and the bankrupt, after passing his last examination, is to be entitled to an order of discharge.

Very stringent penal clauses are provided, and for a variety of offences the court may summarily order imprisonment for any period not exceeding one year, and may refuse or suspend the order of discharge, or attach conditions thereto as to future property. For offences made misdemeanors under the act, bankrupts may be tried in the court, with or without a jury, at the option of the bankrupt, and, on conviction, may be imprisoned for any term not exceeding three years, and be liable to any greater punishment attached to the offence by any existing statute. The court may direct the creditors' assignees, official assignee or any creditor to act as prosecutor, and the costs of such prosecution will be borne in the same manner as the expenses of prosecutions for felonies are now borne; and other costs incurred by such prosecutor, not so defrayed, are to be paid out of the accountant-general's fund.

Most important facilities are afforded to enable a debtor and his creditors to effect private arrangements under trust or composition deeds. A majority of creditors in number, including three-fourths in value, may, on execution of a deed of arrangement, and registering it in the court, bind a minority, and are to have the use of the court in all cases in which they shall require its assistance to decide questions as to disputed claims, or any difference that may arise between the parties interested in the debtor's estate. The court is not, however, to interfere in any manner, except its aid is invoked by some person having a direct interest in the matter. Every deed of composition must be registered.

RAIL-ROAD MORTGAGES.

A question of considerable importance in relation to rail-road mortgages was decided on the 21st October, in the United States Circuit Court at Chicago, before Judge DRUMMOND, in a suit upon a mortgage on the Peoria and Oquawka Rail-Road. The *Chicago Journal* gives this report:

"A bill having been filed to foreclose the second mortgage upon all that part of the rail-road of that company lying west of Peoria, and its appurtenances, revenues and income, after filing a cross-bill and several

amendments thereto, a petition was again filed for leave to file a further amended bill (cross and supplement) by the company, setting forth that the rail-road of said company extended across the State to its east line, and was completed through and extending, by its eastern connections, to the Atlantic cities; and that upon the eastern portion of the road were other mortgages amounting to two millions two hundred thousand dollars, which would be ruined and rendered worthless if the road west of Peoria could be sold separately, under the mortgage upon it; while if it could be kept together as one road, it would, as was alleged, earn money enough to pay the interest on all its mortgages, and ultimately the principal debt; and also setting forth that the lessees of a part of the road, HESS, HARDING & Co., were obligated, as lessees, to pay the interest upon the mortgage bonds by the terms of the agreement, and that interest had been paid, and that there were fraudulent and collusive arrangements between HESS, HARDING & Co., and the Chicago, Burlington and Quincy Rail-Road Company, to procure the sale and separation of the road west of Peoria from that east of that point, &c., &c., and praying a decree so shaped that the road mortgaged should not be sold separately, except upon condition to protect the interests of the bondholders on lines east of Peoria in the preservation of the road as an uninterrupted and single line, and MOSS & COMPANY'S interest should be first sold and the proceeds applied to pay the interest. His Honor, Judge DRUMMOND, after a very full discussion by the respective counsel, decided that for the purpose of enabling counsel fairly to raise the question in the Supreme Court, if they desired the allegation that the road was built to the east line of the State, and that it was mortgaged, as alleged, might be incorporated in the pleadings, but stating that the road, when sold, must be sold as mortgaged, and that no condition could, in his judgment, be inserted in the decree for the benefit of the eastern extension or the mortgagees thereof.

"That the mortgagees took a mortgage of the road and of the franchises, at least to some extent, and took it, therefore, subject to such rights as the public might have in the operation and management of the road; that when it should be sold it would be sold charged with the same rights, of course, but that those rights could not be defined by the court now nor settled by a decree; that if the purchasers at the mortgage sale did not live up to and discharge those duties, whether to the public directly or the rest of the line, the matter would become a subject for the interposition of the proper courts of equity or law, as the case might be, at the time when any question of that nature might arise. On these points he stated his judgment to be very firm.

"He held, also, that no proof was admissible to show that the road, if well managed and under one management, would earn money enough to pay the interest or principal of its debts. That was a matter susceptible of no satisfactory proof, and was not pertinent to the merits of the case, and that if in future it could possibly be the case that the road would turn out to be prosperous, it could be no answer to the claim of its creditors now.

"He therefore ordered that only so much of the allegations as related to the construction of the road to the east line of the State, and the mortgages thereon, and as related to the payment of the interest since the filing of the original cross-bill, and as related to the earlier filing or sub-

ing to file the amendment, only be allowed to go on file, and that all the other allegations be struck out after the proposed amended bill.

"This is the first case of a mortgage of a part of a rail-road that has ever come before the courts, though it is understood that there may be many such in this State."

"MOSAICS," &c., ARE NOT "PRECIOUS STONES."

In the Supreme Court, Circuit, New-York City, before Justice BARNARD, there was tried recently a suit of BALL, BLACK & COMPANY *vs.* THE LIVERPOOL, NEW-YORK AND PHILADELPHIA STEAMSHIP COMPANY. The plaintiffs sued to recover of the defendants a box of mosaics and malachites, which were delivered to defendants at Liverpool to be carried to New-York. The box appears to have been lost, when or where was not shown. The defendants claimed that they were not liable, under a clause in their bill of lading that they would not be liable for boxes containing jewelry, precious stones, paintings or metals, unless the contents were stated at the time of the shipment by the shippers and extra freight paid. It appears that in this case no declaration was made, and defendants were kept ignorant of the contents of the box, and did not take any special care thereof, as they would otherwise have done, having a person on board for that purpose. The plaintiffs contended that technically the words "jewelry" and "precious stones" do not include either malachites or Florentine mosaics, because they were not set and ready for immediate use.

The jury rendered a verdict for the plaintiffs for \$907 50. This verdict, as far as it goes, establishes that unset mosaics and malachites are not precious stones or jewelry. The court granted an allowance to plaintiffs' counsel of five per cent. on the verdict, and allowed the defendants twenty days to make up a case for appeal to the General Term.

PLAYING CARDS AN ARTICLE OF MERCHANDISE.

The Cincinnati *Commercial*, of 23d ult., furnishes the following report of a suit in the Superior Court in that city:

S. HART *vs.* MARIENTHAL, LEHMAN & COMPANY. This case was before Judge HOADLEY, on a demurrer to the answer. The suit was on a promissory note. The defence admitted the execution of the note, but averred that the consideration consisted of playing-cards manufactured by the plaintiff, and made for the purpose of gambling, the sale whereof was illegal; and it was urged that, therefore, the note was given without legal consideration, and that the plaintiff ought not to recover a judgment.

The court would not say that this answer may not be good, if it were alleged as a fact that playing-cards could not be used for any legal purpose; but as it is known that they are used for legal and even a laudable purpose—the amusement of parties sitting down at a whist-table, or in other games in which there was no betting—the court was not at all disposed to say the answer was good. The demurrer must be sustained, and, unless a good defence is presented, the plaintiff will receive a judgment.

INTERNATIONAL EXHIBITION OF WORKS OF INDUSTRY AND ART,

TO BE HELD AT LONDON IN MAY, 1862.

THE undersigned, having been appointed by the President of the United States, under the authority of Congress, commissioners to represent the interests of such American citizens as may desire to become exhibitors at the Exhibition of the Industry of all Nations, to be held in London, 1862, invite the co-operation of their fellow-citizens in carrying out the objects of their appointment.

The articles exhibited will be divided into the following classes :

SECTION I.

Class.

1. Mining, Quarrying, Metallurgy and Mineral Products.
2. Chemical Substances, and Products and Pharmaceutical Processes.
3. Substances used for Food, including Wines.
4. Animal and Vegetable Substances used in Manufactures.

SECTION II.

5. Railway Plans, including Locomotives, Engines and Carriages.
6. Carriages not connected with Rail or Tram Roads.
7. Manufacturing Machines and Tools.
8. Machinery in general.
9. Agricultural and Horticultural Machines and Implements.
10. Civil Engineering, Architectural and Building Contrivances.
11. Military Engineering, Armor and Accoutrements, Ordnance and Small Arms.
12. Naval Architecture, Ships' Tackle.
13. Philosophical Instruments and processes depending upon their use.
14. Photographic Apparatus and Photography.
15. Horological Instruments.
16. Musical Instruments.
17. Surgical Instruments and Appliances.

SECTION III.

18. Cotton.
19. Flax and Hemp.
20. Silk and Velvet.
21. Woollen and Worsted, including Mixed Fabrics generally.
22. Carpets,
23. Woven, Spun, Felted and Laid Fabrics, when shown as specimens of Printing or Dyeing.
24. Tapestry, Lace and Embroidery.
25. Skins, Fur, Feathers and Hair.
26. Leather, including Saddlery and Harness.
27. Articles of Clothing.
28. Paper, Stationery, Printing and Bookbinding.
29. Educational Works and Appliances.

30. Furniture and Upholstery, including Paper Hangings and Paper Mache.
31. Iron and General Hardware.
32. Steel and Cutlery.
33. Works in Precious Metals and their Imitations and Jewelry.
34. Glass.
35. Pottery.
36. Manufactures not included in previous classes.

SECTION IV.—MODERN ARTS.

37. Architecture.
38. Paintings in Oil and Water Colors, and Drawings.
39. Sculpture, Models, Die-Sinking and Intaglios.
40. Etchings and Engravings.

Prizes in the form of medals will be given in Sections I, II, III., but none in Section IV.

Persons desirous of contributing must have their articles entered without delay, and accepted, as all articles, if to be sent by public conveyance, must be ready for shipment at New-York by the 1st of January, 1862. A brief description of the articles will be required, with the space they will probably occupy. The articles to be exhibited in Sections I, II., III., must have been *produced since 1850*.

Articles intended for exhibition in Section IV. (Fine Arts) are referred by the commissioners to a special committee of their own number, consisting of the Hon. EDWARD EVERETT, of Boston, ROBERT B. MINTURN, Esq., of New-York, and ELI WHITNEY, Esq., of New-Haven, to whom artists will address their communications.

Applications for admission of articles for exhibition must state the section and class under which such articles would come, and the space or area (in square feet) required for placing or hanging the same.

The application for the entry and reception of articles may be made to the chairman of the Executive Committee, at Washington, or to either of the commissioners or agents named below, who will forward the necessary papers to be executed by the applicant. Particular attention is called to the requirements of her Majesty's Commissioners. The following is the requirement in relation to entries from foreign countries :

"Her Majesty's Commissioners will communicate only through the commission which the government of each foreign country may appoint: and no article will be admitted from any foreign country without the sanction of such commission."

No article, therefore, from this country will be admitted by her Majesty's Commissioners to the exhibition, unless they shall be approved or authorized by this commission, nor will any agent, representative or commissioner, other than such as may be appointed or accredited by this commission, be recognised by them.

It is expected that a vessel will be furnished by the government for conveying to London and return, free of charges, the articles entered and approved for the exhibition.

The importance of our country being fully represented at this exhibition is most manifest. Since the exhibition of 1851, the improvements in this country in implements, machinery and manufactures have, it is believed, been important, and it is a duty we owe to ourselves, as well as

to the countries of the Old World, that these improvements should be exhibited for the benefit of all. We trust that in this respect we shall not be disappointed.

The undersigned make their appeal to their fellow-citizens in full confidence that our country will be properly represented in this great exhibition.

As soon as the entire regulations adopted by her Majesty's Commissioners are received, they will be published and furnished to all who may desire them.

WM. H. SEWARD,
CALEB B. SMITH,
EDWARD EVERETT,
ROBT. B. MINTURN,
JOSEPH HENRY,
J. H. KLIPPART,
JAS. R. PARTRIDGE,

G. DAWSON COLEMAN,
B. P. JOHNSON,
R. WALLACH,
W. W. SEATON,
ELI WHITNEY,
J. C. G. KENNEDY.

Washington, October 15, 1861.

Names of commissioners and agents who may be addressed by persons desiring to exhibit :

EDWARD EVERETT, Boston,	} <i>Commissioners.</i>
ELI WHITNEY, Esq., New-Haven, Conn.,	
R. B. MINTURN, New-York,	
B. P. JOHNSON, Albany, New-York,	
J. H. KLIPPART, Columbus, Ohio,	
J. R. PARTRIDGE, Baltimore,	
G. DAWSON COLEMAN, Pennsylvania,	

J. W. HOYT, Madison, Wisconsin,	} <i>Agents.</i>
DAVID DAVIS, Bloomington, Illinois,	
J. W. HEARNEY, Ladoga, Indiana,	
JAS. H. BAKER, St. Paul, Minnesota,	
R. LOWE, Iowa,	
LELAND STANFORD, San Francisco, Cal.,	
JACOB M. HOWARD, Detroit, Michigan,	

Names of Executive Committee, office in the Department of the Interior, Washington, (No. 10 Patent Office Building:)

H. P. JOHNSON, <i>Chairman.</i>	Prof. JOSEPH HENRY.
J. R. PARTRIDGE, <i>Secretary.</i>	W. W. SEATON.
J. C. G. KENNEDY.	

STEAM AND THE TELEGRAPH TO INDIA AND CHINA.

By PERRY McD. COLLINS.

I. TELEGRAPHIC AND STEAM COMMUNICATION BETWEEN SAN FRANCISCO AND ASIA. II. STEAM TO JEDDO, HAKODADI, NAGASAKI, SHANGHAI, AMOY, HONG KONG, AUSTRALIA AND INDIA. III. TELEGRAPH UP THE COAST OF THE NORTHWEST TO OREGON, WASHINGTON, VANCOUVER (BRITISH) AND SITKA, (RUSSIAN,) TO THE ALUTIAN ISLANDS, OR *via* BEERING'S STRAITS TO ASIA, AND THENOR, *via* THE AMOOR RIVER AND SIBERIA, OVERLAND TO MOSCOW. IV. LATERAL LINES, TO CONNECT WITH THE MAIN TRUNK LINE, TO JEDDO, PEKIN, SHANGHAI, HONG KONG AND AUSTRALIA; ALSO TO BOMBAY, BRITISH INDIA, PERSIA, THE CASPIAN SEA, CIRCASSIA AND GEORGIA, THUS UNITING THE WHOLE WORLD IN TELEGRAPHIC UNION.

CAPE RACE and San Francisco are united. London, Paris and St. Petersburg are now the same distance from San Francisco as Boston, Quebec or New-York. Space has been annihilated; the Atlantic and Pacific are no longer separated by oceans, deserts or mountains. One hundred and fifty thousand saplings and some five thousand miles of iron wire have done the work. We stand on both oceans at the same moment of time. The Pacific Telegraph Company has conquered time and space, and, in an incredibly short space of time, united the Atlantic with the Pacific.

It is only about a year since that this gigantic work was placed upon a working basis; during the winter of 1860-61 the work of procuring the poles at the most available points was commenced, but it was not until the 20th day of June, 1861, that the actual work of erecting the line was commenced; and on the 25th day of October, 1861, San Francisco spoke to New-York.

St. Joseph, in Missouri, is considered the starting-point of the Pacific Company—about 2,200 miles to San Francisco. This is properly the Pacific Telegraph, other independent companies occupying the space thence, distant from New-York say about 1,500 miles.

The government, by act of Congress, is to pay the company \$40,000 a year for ten years. The line has cost, probably, about \$350,000; of this, as yet, we have no positive data, but the cost will be much less than the most favorable estimate, many of the apparent and imaginary difficulties vanishing as they were approached by the workmen.

To HIRAM SIBLEY, Esq., of Rochester, the President of the Western Union Telegraph Company, probably more than to any other one man, we owe this gigantic enterprise. He has pursued it with faith, works and money, until triumphant success has crowned his earnest efforts.

Here, then, we find ourselves actually in telegraphic union with San Francisco. Are we to stop there? That is the next question. In looking west from San Francisco (for that seems to be our destiny) our eye falls upon the shores of Asia and upon the thousand islands of the Indian Ocean, teeming with one-third the population of the whole globe, and opening up to our view all the dreams, visions, facts and fancies of all those who have, from the earliest times, contemplated unrestricted commerce with the populous and opulent Orient, India and the further Ind. Thus we find ourselves with the speed of lightning on the shores of the great Pacific Ocean, calmly awaiting a further and a greater stride, still westward; because in our march to the Pacific we have reversed all the

old laws and usages of time-honored commerce, and the Orient has now become the Occident.

A telegraph is already in course of construction, connecting California with Oregon, and most probably an independent line, without any connection with a proposed Asiatic line, will reach Washington and Vancouver. This may be considered, then, as the utmost limit of telegraphic enterprise, as far as North America is concerned, at present. In looking west from the shores of the Pacific towards Asia, we find an immense expanse of water intervening, which would seem to preclude the idea of any further progress in the realization of telegraphic union. But brute instinct, as well as the reasoning power of man and the more unerring square, compass and level, have all determined that it is easier and quite as *direct* to go around a mountain rather than over it. Upon this theory, granting the Pacific Ocean to be a mountain over which we cannot reach Asia, and the distance being too great to *tunnel* it with a submerged cable, we must resort to the only plan left, and go around it. Taking, then, Vancouver as the western *terminus* of telegraphic communication, which is in about 50° N. L., we would ascend the coast to Sitka, the capital of Russian America, in about 56° N. L. Thence, following up the coast to Mount St. Elias, in 60° N., we would proceed northwest to Behring's Straits, 65° N. 168° W. L.

At this point the strait is about forty miles wide; here, of course, submerged cables would unite the American to the Asiatic shore. In order to insure the union of the two worlds, at least four or five separate cables should be submerged, all of which would be united at the shore ends. This would not only tend to preserve the cables from over-work, but render the possibility of breakage or other accident to the continuity of the line quite beyond doubt.

Leaving Behring's Straits, the Asiatic coast would be followed as far as practicable to the Anadir River, whence the line would be extended across the head of the peninsula of Kamschatka to Penjinsk, at the northeastern extremity of the Sea of Okotsk, and thence around and along its shores to the mouth of the Amoor River, in 53° N., 140° E. L.

Here we stop, because the Russian government not only propose, but is in fact now engaged in constructing a line of telegraph which is to connect Europe with this point on the Pacific Ocean.

Pausing for a few moments at the Amoor, we find, in looking back along our track, that we have overcome the *mountain* of the Pacific by merely keeping the shore line or base of this mountain, and thus reached a point on the Asiatic shore where we can open communication overland to Europe.

We have ascended from 50° N. to 65° , and descended to 53° , having overcome, in the mean time, 95° of longitude and 27° of latitude.

We scarcely need remind our readers, that although in ascending so high north so much out of a direct line from our starting point, in order to reach the opposite coast of Asia, we have in all probability not increased the distance at all.

In doing this we have merely followed a great circle, while the known spheroidity of the earth will prove the hypothesis that it is quite as easy to go around as over it.

By looking at the map of the North Pacific it will be perceived that from a point on the Russian-American coast west of Sitka, at Alyaska, the Alutian Islands form, and separate the North Atlantic from Kamschatka or Behring Sea.

These islands are prolonged towards the coast of Kamschatka, and, with Copper and Behring Islands, form, as it were, a succession of steps between the two continents.

Again, from the southern point of Kamschatka, the Kurile Islands enclose the Sea of Okotsk, and, leading to Jesso or Sak-hah-lin, conduct, by short intervals of water, to the main coast of Asia.

Again, between Alyaska and Behring's Straits there are other islands, such as Nunivak, Gores, St. Lawrence, &c., which might be used as *posts* for submerged cables, in order to reach Asia. But in considering all these island routes, we must look to the practicability and expense of submerged cables, as compared with the almost exclusive land route, *via* the straits.

If we follow the Alutian and then the Kurile Islands we shall have probably two thousand miles of cable, in sections not to exceed probably three hundred miles; or, if after reaching Kamschatka, we should be compelled to cross to Amoor direct, on account of the inexpediency of touching Japanese soil, then we have the Sea of Okotek to cross with a cable of 600 miles.

The other island route further to the north, though not requiring in the aggregate so much cable as the Alutian route, would, however, require sections of two, three and four hundred miles.

The distance over these various routes will fluctuate between four and five thousand miles.

As to cost, take the Behring's Straits route and call it 5,000 miles, at \$300 a mile, and we have the cost at \$1,500,000.

If we take the Alutian Island route, where the greatest length of cable will be required, and carry it by the Kurile Islands to the Amoor, the cost may be stated at from four to five millions of dollars; in fact, calculations have run up to £1,500,000 or \$7,500,000. Thus we have the difference in calculations of cost and distances over the various proposed routes.

In round numbers we have the following distances :

New-York to St. Louis.....	1,100 miles.
St. Louis to San Francisco.....	2,600 "
San Francisco to Vancouver.....	700 "
Vancouver to Sitka.....	600 "
Sitka to Behring's Straits.....	1,200 "
Behring's Straits to Amoor.....	2,500 "

The distance by the island routes would be nearly the same as by the longest land route.

From this great world-encircling telegraph, as it progresses east from Moscow, lateral lines will in time branch off to the Caspian, Circassia, Persia and India.

From Irkutsk, in Eastern Siberia, a line following the track of the tea caravans could reach Pekin, thence to Shanghai, Amoy and Hong Kong. From the Chinese coast, opposite Formosa, a line could, by way of that island, reach Manilla, and thence over islands and straits to Melbourne, Australia.

Tapping the main trunk line at the Amoor, we could reach Jeddo and connect all the Japanese islands, thus actually concentrating the whole world telegraphically upon this great overland route.

At Omsk, in Western Siberia, a branch line following the Russian and Chinese frontier would penetrate the route of the overland caravan commerce, between the Caspian provinces on the west and the Chinese prov-

inces on the east; this branch line might also be pushed still to the south and west, *via* Bokhara, Balk and Cabool, to connect with the lines throughout the whole of British India; but all these lateral lines are questions of time and necessity. The first work in order is to build the great trunk line, after which the construction of these lateral lines will become questions of State policy or commercial necessity.

But, enough of telegraphs; let us now turn our attention to steam.

San Francisco must, from her position, climate and productions, be, to the Pacific side of our continent, what New-York is to the Atlantic side. Already, telegraphically, San Francisco is, say seven days from London, the shortest time; under ordinary circumstances, ten days.

Westward the star of empire has taken its way; let us but carry out its destiny and cause it to shed its rays upon the shores of Asia.

A line of steamers from San Francisco to Shanghai should not only become the first study of our Pacific merchants and bankers, but New-York should, by every means in her power, hasten the consummation of such a noble project. Nay, there is not within the legitimate scope of governmental protection and patronage a more important or useful field.

With a line of swift steamers from San Francisco, Shanghai can be brought to within twenty days of New-York, and London in twenty-six days. Over this line the current news, the mails, the exchanges and the bullion would soon inevitably find their way, as well as the lighter and most costly of Chinese, Japanese, and much of the Indian commerce, seek a market or eastern transportation.

San Francisco is in 38° , Shanghai in 32° N. L.; the distance is about 5,500 miles. From New-York to Liverpool it is 3,000 miles; consequently, with steamers such as the VANDERBILT, the ADRIATIC and the BALTIC, Shanghai would be but sixteen and a half days distant from San Francisco.

Counting seventeen days from Shanghai to San Francisco, one day's telegraph to Cape Race, and six days thence by steam and telegraph to London, we find that China is only twenty-four days distant from the Bank of England.

This schedule gives us an important advantage over the western mails and steamers leaving Shanghai for Europe *via* the Peninsular and Oriental Company's line.

Considering, as I do, that by no combination of circumstances the centre of commerce and power on our side of the Pacific can ever be removed from San Francisco, I shall consider that as the point from which our contact with Asia shall concentrate.

There seems to be, as yet, no limit to the discoveries of the more precious metals. The field is no longer limited to the foot-hills and western slope of the Sierra Nevada, but has crossed equally to the eastern slope; while Oregon, Washington and British Columbia have been added.

The silver deposits of our young and thriving Nevada, now in rapid course of development, must, within a very few years, give to San Francisco the control of supply for India and China of that metal.

It has been estimated by parties engaged in silver mining in Nevada, that there is now sufficient machinery on located mines in the territory to produce, when put in working order, fifty millions of dollars the first year.

Again, the cinnabar of California assures the working of the silver mines, for this metal is found in such abundance that the supply of quick-silver may be considered adequate to all demands.

Amid all this surfeit of gold, silver, cinnabar and copper of California and adjacent territories, we find yet other elements of prosperity, safety and wealth.

While the gold-fields are so rich and extensive, the wheat fields are adequate to all demands; and while the miners in the mountains, ravines and placers are settling the balances of the world with their yellow dust, the no less industrious cultivators of the soil are distributing to distant nations of the earth their golden harvest.

Not content with regulating and sustaining the commerce of the world by supplying the basis upon which it rests, as well as literally scattering her bread upon the waters, California, with her vine-clad hills and valleys, must soon make herself not only independent of, but will enter the markets of the world with her wines and brandies.

Thus, amid all these elements of wealth, prosperity and luxury, it is hardly necessary to attempt to foreshadow what position San Francisco must surely hold on the shores of the Pacific, nor attempt to picture her steady and irresistible march to power and wealth.

But these white-winged messengers, that so much delighted and astonished our forefathers, which walked the waters like things of life, and dared the elements to strife, and all that, no longer rule the wave.

In our degenerate times we most delight to see a black but graceful combination of iron and wood, some three to six hundred feet long, belching forth from her great smoke-stack volumes of the densest and blackest smoke, her great paddles dashing the waves to foam, and her sharp prow cutting the ocean asunder, while her track glides away in a sea of light.

It is something like this that rules the ocean now; without it we are fifty years behind the times.

San Francisco must have steam to China, and it is time not only that our merchants, but our government took the question under serious and determined consideration.

Consider at this time the threatening attitude of our foreign relations, the immense extent of our Pacific coast, the absolute necessity, in case of war, for a defensive steam marine, and we should need no further argument to make us act promptly and efficiently.

It is to be hoped that Congress is now, or soon may be, pretty thoroughly weeded of political hucksters, and that instead of legislating for self, that great and [should be] noble body of men will be found legislating for their country.

What an insignificant sum one or two or three millions of dollars a year would be in order to give us the control of the Chinese commerce, while at the same time we would be building up a steam fleet upon the Pacific which would render us secure in case of war.

It is astonishing how easy it is to do a great thing if we only have a very little encouragement; this has been proved very recently, in the construction of the Pacific Telegraph, which everybody has been talking of for the last ten years, yet no one man would, or set of men could be found, either in or out of the United States, to undertake its construction without the help of government.

This miserable pittance of forty thousand dollars a year has accomplished one of the wonders of the age; a sum, I have no doubt, the government will be enabled to save in actual expenditure and economy more than a dozen times this present year.

Again, the government is giving a million a year to the overland mail. Now, as a matter of revenue, I have no doubt it is a bad speculation, or rather investment; but has not the establishment of the overland mail hastened and rendered more practicable the erection of the telegraph? and though the government makes very bad bargains in some cases, yet facilities are cheapened in others. Thus the million given to the overland mail induced telegraphists to undertake their great work for forty thousand dollars, and though the discrepancy, as far as resulting actual benefit is concerned, is so enormous, that one is constrained to fancy that Congress, in its idea of compensation or encouragement, is not always ruled very sagely, yet we rest content on general results. However, we have now the overland mail and the telegraph; these are of the past—now let us look to the future.

Yet we must not forget how easy and rapidly these really great and difficult works were accomplished with only a very little, a mere mite, of that lubricating and efficient government oil—money.

Now, since Congress has set the ball in motion, and rolled both post-coach and telegraph over the grand deserts and mountains of North America, from the Atlantic to the Pacific Ocean, let our wise men, political economists, statesmen, philosophers and philanthropists just keep the ball in motion, while they have their hands in, and send the fleet and stately steamer across the gentle Pacific, and, consequently, finish the *last link in compassing the round earth with steam and electricity.*

The space from San Francisco to Shanghai is the last gap that remains to be filled in this world-encircling girdle.

Congress should, within twenty days from the first Monday in December next, pass a bill offering at least one million of dollars to any individual or association who would carry the United States mails to China and Japan, not less than twice a month.

It is hardly necessary to present an estimate of the number of steamers, their dimensions, speed or cost which should undertake this service. The moment the question is presented to Congress, a dozen competitors for the honor and emoluments would be ready with every detail and specification.

Let it not be said that this is not the proper time to present the subject to Congress, because we are engaged in a war for our national existence, that we are taxing the whole energies and calling upon the whole resources of the nation in a time of great peril, and that the expenditures to sustain the government will reach five hundred millions a year, the bulk of which must be borrowed.

No! let us rather say that the United States still exists; we know our duty and our future; our national flag still floats on every sea, and shall continue to float; and, as an evidence of our faith and determination, we mean it shall float triumphantly on the Pacific as well as on the Atlantic.

Our steam line from San Francisco to Shanghai will strengthen and consolidate that power so necessary to a commercial nation, and evidence to the world that, as a great power, we surrender nothing to the circumstances of the hour, but go steadily, hopefully and bravely forth in the path of progress, duty and power.

If Congress will do this we will, amid one of the most gigantic wars that has ever reddened the page of history, prove to the world our vitality as well as our determination to exist.

While there are so many thousands actively engaged in the strife and hazards of war, there are yet many more thousands equally active and zealous in all the arts of peace, and this enterprise would be most readily and quickly undertaken, and carried out successfully.

Now is the time; our commerce wants new avenues—extension, expansion. Thousands of our merchants and ship-owners have been driven from old, time-honored, lucrative and beaten paths. Let the government, while they are sustaining it with their millions upon millions of money, open up this new field of commercial enterprise, and pour some of the wealth of India into their coffers.

Able navigators should be left to choose the route to reach Shanghai; whether they reach it by the northern or southern route, it matters not to the government.

If experimental voyages should prove that the outward route should be made direct to Shanghai, taking advantage of the northeast trade winds, let it be so, returning up through the sea of Japan, touching at such ports as necessary.

At Hakodadi the commerce and mails for the Amoor and other Russian-Asiatic possessions would be distributed, while our whaling fleet in the North Pacific would make this point a rendezvous for advices from home.

Our steamers, thus making a circuit from San Francisco to Shanghai, thence up the western coast of Japan, and out through the Straits of Sangar on their return, would consolidate and accommodate American commerce, and assure to it all the necessary facilities for rapid and regular communication, strengthen us in the east, and divide the commercial empire of India with Great Britain.

Table of distances from San Francisco to important ports on the Pacific.

To the Amoor,.....	4,200 miles.
Hakodadi,.....	3,500 "
Petropavlosky,.....	3,000 "
Sandwich Islands,.....	2,200 "
Melbourne,.....	7,000 "
Calcutta,.....	9,500 "
Canton,.....	6,550 "
Shanghai,.....	5,500 "

Sailing vessels have made the voyage from Shanghai to San Francisco in about thirty days; from the Amoor in thirty; from Petropavlosky in seventeen days, and from Hakodadi in twenty-two days. These are the short and favorable voyages; generally, a large per cent. in time must be added to these voyages.

The Pacific Ocean being so much more tranquil than the Atlantic, steamers would make much greater speed; and again, there would be no winter coasts to be approached, with northeasters, snow-storms or icebergs. Consequently, the voyages across the Pacific would be attended with much less risk, greater speed and more regularity than across the Atlantic.

Again, voyagers bound from China for Europe would find it decidedly safer and more pleasant to reach Europe, *via* San Francisco and New-York, rather than by Calcutta, Bombay and the Red Sea.

Over the Indian route the heat is intense, the seas liable to sudden

tempests, while the construction, size and accommodation of the English steamers compare very unfavorably with ours on the California side.

If our route from Shanghai to San Francisco should be to the north, *via* the Straits of Sangar, and consequently on a great circle, we would make quicker time and avoid all the scorching and broiling that passengers so much complain of on the Indian overland line *via* the Red Sea.

The time from Shanghai to London being about sixty days by the Peninsular and Oriental Overland Company's conveyance for mails and passengers, we claim that the *Occidental* California route would attract and attach to it a fair, if not a marked number of passengers, as well as the preponderance of mails.

Telegraphically our San Francisco route defies the competition of the Peninsular and Oriental Company, because, under the most favorable circumstances of that company's despatches, we can reach London to the east, *via* San Francisco and Cape Race, in about twenty-five days; whereas it takes about forty-five days from Hong Kong, and consequently about fifty days from Shanghai, for telegraphic despatches to reach London over the Indian overland route.

This time may be reduced, to be sure, if the efforts to *relay or reconstruct* the Mediterranean and Red Sea cables should be permanently successful. But speculation is unnecessary when we have an aerial line that defies the elements, is visible and palpable, and which can only, under the most unfavorable circumstances, be interrupted but a few days at any one time.

Give us, then, our swift, airy, well-ventilated and capacious American floating, sea-going, Pacific palaces, and, my word on it, we will not only carry our own mails and passengers, but will tap the Peninsular and Oriental line, and divert a large proportion of oriental voyagers and mails to our shores, where comfort, health and luxury will be increased a hundred fold.

Nor will we be confined to passengers alone. These steamers will carry the specie, the quicksilver, and the higher descriptions of merchandise to China, besides many articles of luxury, fruits, wines, flour, butter, preserved fruits, meats, etc., etc., etc.

In return we will receive not only what is required for the consumption of the Pacific coast of Chinese and Japanese produce and articles of luxury, but we may expect the finer teas, silks, etc., etc., to find their way to New-York and even Europe, *via* San Francisco and Panama.

In fact, this steam line once established, we would, like in the case of the Pacific telegraph, be absolutely surprised not only why we had not carried it out before, and the ease with which it was done, but we would be astounded at the new avenues of commerce it would open to us, and the facility and ease with which we acquired so glorious a result.

Therefore, under the various phases of the completion of the *last link* in the *world-encircling* steam and telegraph lines over and around the Pacific, in order to open up to us the vast commerce of Asia, may we not very justly begin to look forward to the day when the transfer of power must be from the far off seat of power now enthroned in London, to a more genial, approachable and adjacent seat on the shores of the Pacific itself, viz., San Francisco?

It is a thought that is not vague or vagrant; we have only to grapple with manly souls and willing works, and even before the work shall itself be accomplished, the empire of London over Chinese commerce will be found gradually migrating towards the golden and silver shores of the Pacific.

EAST INDIA AND CHINA MAILS.

The following table illustrates the ordinary time consumed in the transmission of passengers and mails to or from London and the places named, by the overland route. By adding ten days to these, we may estimate the ordinary time to or from New-York. We add, also, the ordinary fare by sailing vessels, from London and New-York to some of the places named:

FROM LONDON OR LIVERPOOL	Ordinary time by mail from London.	BY SAILING VESSELS.	
		From London.	From New-York.
To JAPAN.—Yedo, ...	78 to 80 days.	.. ..	.. ..
Kanagawa, ...	65 to 67 "	£50 ..	\$250 to \$300
Nagasaki, ...	64 to 72 "	.. ..	.. ..
CHINA.—Peking, ...	63 to 68 "	.. ..	.. ..
Tien-tsin, ...	62 to 72 "	.. ..	.. ..
Hankow, ...	54 to 60 "	£50 ..	\$250 to \$300
Shanghai, ...	55 to 60 "	.. ..	.. ..
Foo-chow-Foo, ...	52 to 58 "	.. ..	.. ..
Amoy, ...	51 to 53 "	£50 ..	\$250 to \$300
Swatow, ...	47 to 49 "	.. ..	.. ..
Hong Kong, ...	49 to 51 "	.. ..	.. ..
Canton, .....	.. ..	.. ..	.. ..
Macao, ...	53 to 57 "	£30 ..	\$250 to \$300
PHILIPPINES.—Manila, .....	.. ..	.. ..	.. ..
COCHIN-CHINA.—Touron, ...	44 to 49 "	.. ..	.. ..
Saigon, ...	54 to 60 "	.. ..	.. ..
SIAM.—Bankok, ...	45 to 60 "	.. ..	.. ..
BORNEO.—Labuan, ...	53 to 60 "	.. ..	.. ..
Sarawak, ...	43 to 47 "	.. ..	.. ..
JAVA.—Batavia, ...	37 to 41 "	£40 ..	\$225 to \$250
MALACCA STRAITS.—Singapore, ...	35 to 39 "	.. ..	.. ..
Penang, .....	.. ..	.. ..	.. ..

FUNDAMENTAL LAWS OF MEXICO.

Expenses of the Government of Mexico.—A decree, fixing the disbursements of the government, has been published, dated the 16th August, 1861. The annual expenses of the different departments are thus fixed:

Foreign relations, ...	\$ 210,340 00
Interior, ...	1,191,830 00
Justice, ...	587,050 00
Fomento, ...	69,179 00
Finance, ...	1,573,624 00
War, ...	4,745,395 04

Total expenses, ...

\$8,327,418 04

To cover this disbursement the Minister of Finance reports the following resources:

Customs duties, ...	\$5,500,000
Contributions, ...	400,000
Sealed paper, ...	250,000
Custom-house of the district, ...	1,200,000

Total receipts, ...

\$7,350,000

From this statement it will be seen that the annual disbursements will exceed the annual receipts of the government by \$977,418 04. To cover this deficit a contingent is imposed upon the revenues of States and territories, amounting to twenty per cent.

FUNDAMENTAL LAWS OF MEXICO.

WE republish, from the "*Mexican*," published at the city of Mexico, the following table, giving the many laws, plans, constitutions, &c., which have formed the pivots upon which the many governments of independent Mexico have turned :

<i>Names of laws.</i>	<i>When enacted.</i>	<i>Where proclaimed.</i>	<i>Authors of the laws.</i>
Plan of Iguala,.....	24th February, 1821,...	Iguala, Mexico,.....	Augustin de Iturbide.
Acta de Independencia,.....	28th September, 1821,...	Mexico,.....	The Junta Gubernativa.
Declaration of the Empire,.....	19th May, 1822,.....	"	The Army and Congress.
Bases Organicas de la Junta Instituyente,.....	2d November, 1822,.....	"	The Junta Instituyente.
Act of Santa Anna, proclaiming the Republic,...	6th December, 1822,...	City of Mexico,.....	Santa Anna and Guadalupe Victoria.
Plan of Casa Mata,.....	1st February, 1823,...	Near Vera Cruz,.....	The Imperial Army, headed by Gen. Echavarri.
Acta Constitutiva de la Federacion,.....	31st January, 1824,.....	Mexico,.....	Constitutional Congress of 1824.
Constitucion Federal of the United Mexican States,.....	4th October, 1824,.....	"	Federal Congress.
Ley Constitucional,.....	15th December, 1835,...	"	The Congress.
Leyes Constitucionales del Congreso,.....	29th December, 1836,...	"	National Congress.
Bases de Tacubaya,.....	28th September, 1841,...	Tacubaya,.....	Santa Anna.
Plan de Huexotzinco,.....	11th December, 1842,...	Huexotzinco, Puebla,...	Several citizens of Huexotzinco.
Bases de Organizacion Politica,.....	12th June, 1843,.....	Mexico,.....	The Junta de Notables.
Plan de San Luis,.....	14th December, 1845,...	San Luis Potosi,.....	D. Mariano Paredes.
Plan de Guadalupe,.....	20th May, 1846,.....	Guadalupe,.....	The garrison of Guadalupe.
Plan de la Ciudadela,.....	4th August, 1846,.....	Citadel of Mexico,.....	Gen. Mariano Salas.
Acta de Reformas á la Constitucion Federal,.....	18th May, 1847,.....	Mexico,.....	Congress assembled by Gen. Salas.
Plan de Jalisco,.....	20th October, 1852,.....	Guadalupe,.....	The garrison of Guadalupe.
Convenios de Arroyozarco,.....	4th February, 1853,...	Arroyozarco, Queretaro,...	Gen. Uruga and Col. Robles.
Bases para la Administracion de la Republica,...	22d April, 1853,.....	Mexico,.....	Santa Anna.
Plan de Ayutla,.....	1st March, 1854,.....	Ayutla, Guerrero,.....	Col. Florencio Villarreal.
Plan de Ayutla Reformado in Acapulco,.....	11th March, 1854,.....	Acapulco, Guerrero,.....	"
Estatuto Organico,.....	15th May, 1856,.....	Mexico,.....	Ignacio Comonfort.
Constitucion de la Republica Mejicana,.....	5th February, 1857,.....	"	"
Plan de Tacubaya,.....	17th December, 1857,...	Tacubaya,.....	Congress created by the Plan of Ayutla.
Plan de Tacubaya á Reformado in la Ciudadela,...	11th January, 1858,...	Citadel of Mexico,.....	Gen. Zuloaga.
Laws of Reform,.....	1859,.....	Vera Cruz,.....	Gen. Farra, backed by the clergy. Constitutional President Juarez and Cabinet.

STATISTICS OF POPULATION.

I. TRADES AND EMPLOYMENTS IN FRANCE. II. MARRIAGES, BIRTHS AND DEATHS IN FRANCE. III. WEST INDIES AND MAURITIUS. IV. VICTORIA. V. EFFECTS OF CLIMATE ON NORTHERN AND SOUTHERN TROOPS. VI. THE FRENCH AND THE ENGLISH.

TRADES AND EMPLOYMENTS IN FRANCE.

AN interesting document has lately been published in Paris, giving the number of the individuals in France at the date of the last census (1856) who were engaged directly or indirectly in various professions and trades, from which they derived their support. The returns include not only adults, but also children, and are thus classed :

Agriculture,.....	19,034,071	Clergy of all persuasions,...	142,705
Manufactures,.....	10,690,961	Persons without any trade or	
Commerce,.....	1,652,331	profession,.....	3,241,457
Professions,.....	1,462,144		

A comparison between the population returns of 1851 and 1856 shows a sensible diminution in the number of persons engaged in agricultural labor, and an increase in the class following manufacturing pursuits. Here are the figures :

	1851.		1856.
Agriculture,.....	21,992,874	....	19,034,071
Manufactures,.....	9,233,895	....	12,202,391
Professions,.....	3,483,538	....	3,262,282
Without profession or trade,.....	1,022,063	....	1,480,925
	35,732,370	....	36,009,669

During the preceding year (1854) the receipts from the octroi in Paris were fifty-four millions of francs, being an increase of twenty-one millions of francs in ten years; and the total receipts of the metropolis, in the same year, amounted to 110,306,124 francs, while the expenditures, during the same period, was 97,720,544 francs.

STATISTICS OF FRANCE.

In the French empire, the annual number of male births is a sixth greater than the births of females; but the annual deaths of males surpass slightly the deaths of the opposite sex, there being 65 deaths of females to 66 males. From 1817 to 1853 the population increased steadily every year; but in 1854 and 1855 it diminished considerably. The average annual increase, from 1817 to 1857, was 159,018 inhabitants; or the 310th part of the average population, calculated at 33,410,000, up to 1857. If the same ratio should continue in the future, the population will increase one-tenth in twenty years, two-tenths in thirty-eight years, three-tenths in fifty-five years, and will not double itself before the lapse of 146 years. There is one birth to 34,066 inhabitants, and 0.84 deaths—that is to say, 100 births to 84 deaths. There is one death and 1.20 births to 41,050 inhabitants, or 100 deaths to 120 births.

Marriages.—There is one marriage to 127 inhabitants, and 3.41 legitimate births, or 341 legitimate births to 100 marriages. To every 1,074 inhabitants there are, annually, 29 births, 25 deaths and 9 marriages.

Manufacturing Districts.—By a comparison between the population and the superficies of each department of France, it is found that the most productive department is the most densely populated, excepting, of course, the department of the Seine, in which Paris is located. Thus, the department of the Lower Alps, which has a territory larger than the department of the north, has a population eight or nine times inferior to the latter. The department of the Seine is the smallest and the most densely populated. Its territory is thirteen times smaller than the Lower Alps, and its population four times greater.

Paris.—The specific population of the department of the Seine (that is to say, the proportion of inhabitants to each square yard of territory) is fifty-three times that of all the rest of France. The department of Seine counts 3,632.25 inhabitants to the square kilometre, (five-eighths of a mile,) and the department of the Lower Alps counts only 21.52. Of 1,286 children supposed, for the sake of the calculation, to be born at the same moment, a sixth dies in the first year after birth; a fifth fails to reach the age of two years; a fourth, the age of four years; and a third does not attain the age of fourteen. One-half of the remainder reaches forty-two years; a third, sixty-two years; a fourth, sixty-nine years; a fifth, seventy-two years, and a sixth, seventy-five years. Or, in other terms, of 1,286 children, supposed to be born at the same moment, 215 die during the first year after birth, and 65 only during the second year. At the age of ten, the survivors number 879, or a loss of 407 in ten years. At twenty years of age there are 814 survivors; at thirty, there remain 734; at fifty, 581; at seventy, 310; at ninety, 11; and at ninety-five years, one is still living. We are inclined to deduce from these figures that the chances of longevity in France are vastly superior to those of our own country. The climate is no better, but the people are much more careful of their health than we are of ours.

WEST-INDIES AND MAURITIUS.

A return has been made of the number of immigrants and liberated Africans introduced into these colonies. Last year the West Indies received an addition of 12,541 to their population, 8,503 of them being from India, of whom 2,169 went to Trinidad and 5,076 to British Guiana. To this last colony, also, 1,242 immigrants were brought from China. From Mauritius the returns are but for the first three-quarters of the year; 9,955 immigrants had arrived from India. All that Jamaica had received in 1860 were 598 from India and 47 from St. Helena.

VICTORIA.

It appears from the report of the immigration agent for the year 1859 that the total immigration into Victoria in that year amounted to 27,432, viz.: 12,330 from the United Kingdom, 5,340 from New South Wales, 3,617 from Southern and Western Australia, 3,166 from Tasmania, 411 from New-Zealand and South Seas, and 2,463 from foreign ports. In the same year, 19,418 took their departures from this colony, viz.: 5,922 to

the United Kingdom, 4,205 to New South Wales, 1,465 to South and Western Australia, 2,588 to Tasmania, 952 to New-Zealand and South Seas, and 4,286 to foreign ports. The increase of population by unassisted emigration amounted to 8,014. If to this number be added 3,151 immigrants by government ships despatched by the emigration commissioners, the entire increase would be 11,165 souls. During 1859, 30 vessels arrived with 644 Chinese immigrants, and 37 left, having on board no fewer than 3,275 souls. The gross amount of immigration into Victoria during the first two months of 1860 is stated to have been 5,769 souls, and the departures 3,461, giving a balance in favor of the colony of 2,308 souls. According to a return furnished from the Registrar-General's office at Melbourne, it would appear that on the 30th of September, 1860, the population of Victoria was 544,677—341,628 being males and 203,049 females.

NORTHERN AND SOUTHERN TROOPS.

Comparing the northern soldier with the southern, we believe the former will withstand the effects of the climate for a short campaign of a year or more better than the latter, and though the popular belief is divergent to this view, the statistics of our war with Mexico fully sustain it, and the published opinion of no less an authority than Dr. NORR, of Mobile, in the *Southern Journal of Medicine and Pharmacy* for January, 1847, confirms it.

On April 8th, 1848, the Secretary of War made a report to the United States Senate, of the losses of the volunteer forces employed in Mexico. From this it appears that seven northern States—Massachusetts, New-York, New-Jersey, Pennsylvania, Ohio, Indiana and Illinois—furnished, in the course of that war, 22,573 men. Of this force, the total loss from disease was 2,931 men—less than one-eighth of the whole. Nine slave States—Virginia, North Carolina, South Carolina, Georgia, Alabama, Louisiana, Mississippi, Tennessee and Kentucky—furnished 22,899 men. The loss from this force by disease, and death caused by disease, was 4,315, or more than one-fifth—a very considerable difference in favor of northern troops.

THE FRENCH AND THE ENGLISH.

The public documents of 1859 show that the mortality in that year, in Great Britain, was at the rate of 2.196 per cent. ; in France, 2.670, but this latter is considerably above the average of that empire, owing to the prevalence, at that time, of dysentery, diptheria and some other epidemics. The marriage rate in Great Britain was 1.650 per cent. ; in France, 1.638. The birth rate in Great Britain was 3.482 ; in France, 2.778. Thus the marriage rate and the birth rate being lower in France than in Great Britain, and the death rate higher, the natural increase of population is less in France than in Great Britain. The births in France, in 1859, were 1,011,787 ; there is no record of the births in Ireland, but it is estimated that the births in the United Kingdom amounted to nearly the same number ; but the deaths in France were 972,556, while the deaths in the United Kingdom were estimated at not exceeding 651,171—fewer deaths by 300,000, with about an equal number of births.—*British Medical Journal*.

JOURNAL OF NAUTICAL INTELLIGENCE.

I. LAUNCH OF A CUNARD STEAMER. II. THE CUNARD STEAM FLEET. III. VENTILATION OF SHIPS. IV. NEW LIGHT-HOUSES—1. NAVESINK LIGHTS—2. GULF OF FINLAND—3. MEDITERRANEAN—4. TURKEY—5. SEA OF MARMORA—6. ENGLAND—7. GULF OF BOTENIA. V. DEVIATION OF THE COMPASS.

LAUNCH OF A CUNARD STEAMER.

On the 8th October, Messrs. NAPIER & Sons launched from their building yard, at Govan, the finest screw steamer which the Clyde has yet produced. The vessel which, as a screw, has carried off the palm, is named the CHINA, and is intended as a complement to those fine vessels which are already on the CUNARD line. The launch was most successfully completed, notwithstanding the disagreeable character of the weather. The youthful daughter of Mr. CAMPBELL, of Blythswood, performed the interesting ceremony of naming the vessel. The CHINA is a ship of 2,600 tons burthen. She is to be fitted with oscillating engines of 550 nominal horse-power, and patent surface-condensers in addition to the ordinary condensers. The CUNARD Company have always exhibited the greatest caution, combined with the highest enterprise, in constructing the vessels intended for their line; and in the present case we have an instance of a vessel, fitted up with all the most recent improvements, and yet, to provide for the smallest chance of an accident, having on board not only the condensers on the new system, which has generally been adopted to the discardment of the old plan, but those also founded on the former system. This is only an additional proof to the many which have already been given of the great care and attention which the CUNARD Company have always paid to the building of their famous line of steamers. The following are the dimensions of the CHINA: Length of keel and forerake, 322 feet; breadth, (moulded,) 40 feet; depth, (moulded,) 29 feet; and extreme length, 346 feet.—*Glasgow Herald*, Oct., 1861.

THE CUNARD STEAM FLEET.

The SIDON, a fine screw steamer, of about 1,800 tons, (builders' measurement,) and 300 horse-power, arrived recently in the Mersey, from the Clyde, after a rapid passage. The SIDON was built by Messrs. WILLIAM DENNY & BROTHERS, of Dumbarton, and her engines, which are of the oscillating kind, were constructed by Messrs. TULLOCH & DENNY, of the same town. She belongs to the Mediterranean fleet of the CUNARD Company, and will sail for the Italian ports in a few days.

VENTILATION OF SHIPS.

Messrs. SILVER & MORE have patented a new method for ventilating the between decks of ships. Having made sundry experiments, they

discovered that all gases descend. To carry them upwards, therefore, a downward and upward draught was necessary. This they have managed by opening trap-valves in all the decks below the spar deck. These apertures are protected by the insertion of a round iron grating. The valves under the decks spread the air or gases, and help in the down-draught, and they are made self-acting, so as to close in the event of water filling the compartments of the hold, and thus stop its passage above the lower deck. To carry off the gases and all foul air from the hold, pipes are let down through all the decks to within a few feet below the lower deck. The upper parts of these pipes are conically shaped, to create a current of air. The gases are carried up, naturally, by this up-draught, and pass away above the bulwarks. By this simple contrivance the patentees maintain that they can keep the between decks free from impure air and foul smells, for, as the pure air passes down the hatchways it carries with it the gases to the hold, and thence by the up-pipes to the spar-deck. The smell from bilge-water and offensive cargo would be considerably lessened by this mode of ventilation. The principle, we understand, is about to be adopted in France, in theatres and hospitals, and is to be tried in ships.—*Mitchell's Steam Shipping Journal.*

NEW LIGHT-HOUSES.

Navesink Lights, marking the approaches to the harbor of New-York.—The Light-House Board at Washington gives notice that two new light-house towers are being erected at Navesink, N. J., a few feet in the rear of the two light-house towers from which the existing lights are now exhibited. On or about the 1st day of May, 1862, of which due notice will be given in advance, two first order fixed lights will be exhibited from the new towers, and the old towers will be removed. The illuminating apparatus will be catadioptric of the first order, according to the system of FRESNEL. The towers are built of reddish gray granite; are each 53 feet 6 inches in height from the base to the lantern deck, having a focal plane above the mean level of the sea of 258 feet. Both lights will have exactly the same elevation. The new towers stand 228 feet apart from centre to centre of the lanterns, and preserve the bearings of the old ones from each other.

The intelligent seaman will not fail to perceive that, in approaching the entrance to the bay of New-York from the southward, after passing the Capes of the Delaware, he may see (if within their range) the first order fixed light at Absecom, or the first order revolving or flashing light, (*visible once in every ten seconds*), at Barnegat, on the New-Jersey coast, and then the two first order fixed lights at Navesink; or, if approaching from the eastward, after passing Montauk first order light, (*fixed, varied by flashes once in every two minutes*), he may see the first order fixed light at Great West (Shinnecock) Bay, or the first order revolving light (*once every minute*) at Fire Island, from which last light he can shape his course to make the two fixed lights at Navesink.

The Navesink lights are 38½ nautical miles to the northward of the Barnegat Light, and 38 nautical miles to the westward of Fire Island Light. The Barnegat and Navesink lights will be seen at the same time in clear weather in sixteen fathoms water, and at thirteen nautical miles distance

from the New-Jersey beach. The Fire Island and Navesink lights will be seen at the same time in clear weather in sixteen fathoms water, and at seventeen nautical miles distance from the Long Island beach. The existing lights at Navesink have a mean range of revolving light, twenty-two nautical miles; fixed lights, twenty nautical miles. The two first order fixed lights to be exhibited from the new towers, on or about the 1st of May, 1862, will have a range (under ordinary states of the atmosphere, from the deck of a vessel fifteen feet above the water) of $25\frac{1}{2}$ nautical miles, and both will be made at the same time, and both will be seen at the same time when within their range. A new notice will be issued during the ensuing winter, setting forth the precise night on which the old lights will be discontinued and the new fixed lights exhibited.

Island of Haughland, Gulf of Finland.—Change of Light.—The Hydrographical Department of the Minister of Marine of Russia has given notice that the upper light upon the Island of Haughland—that is, the upper one upon the northern hill of that island—in latitude $60^{\circ} 05' 44''$ north, longitude $26^{\circ} 58' 24''$ east of Greenwich, will be lighted, after the repairs shall have been completed, with a FRESNEL apparatus of the first order, showing a white light. This light is situated $383\frac{1}{2}$ feet above mean sea level, and should be seen in clear weather at a distance of 25 to 28 nautical miles.

Mediterranean Sea.—Bosphorus.—The Turkish government has given notice, that on the 16th day of August, 1861, the following lights were exhibited from light-houses recently erected in the Bosphorus:

Fixed Green Lights.—Pilon de Sultan-Serail.—Two fixed green lights, placed vertically, have been established between the villages of Defterdar and Kourou Tcheshmeh, on the coast of Europe, in front of the Sultan's Palace. The lights are about sixty yards from the quay, at an elevation of thirty-nine feet above the sea, and visible at four miles.

Fixed Red Lights on Kandili Point.—Also, two fixed red lights, placed vertically, on Kandili Point, on the coast of Asia. The lights are exhibited above the first row of houses bordering the quay, at an elevation of 112 feet above the sea, and visible at a distance of four miles.

Fixed Green Lights at Roumili Hissar.—Also, two fixed green lights, placed vertically, on the point of Roumili Hissar, on the coast of Europe. The lights are exhibited under the wall of the fortress, at the distance of 110 yards from the guard-house, at the height of forty-six feet above the sea, and visible at a distance of four miles.

Fixed Red Lights at Khanlijeh Point.—Also, two fixed red lights, placed vertically, on Khanlijeh Point, on the coast of Asia. The lights are exhibited 110 yards from the shore, above the first row of houses which border the quay, at an elevation of ninety-two feet above the sea, and visible at four miles.

Fixed Green Lights at Yeni-Keui.—Also, three fixed green lights, in the form of a triangle, shown from a light-vessel moored on the edge of the bank off the village of Yeni-Keui, on the coast of Europe. The lights are elevated forty-six feet above the sea, and visible at four miles.

Fixed Green Lights at Therapia.—Also, two fixed green lights, placed vertically, close to the battery of Kefali Keui, at about one mile N. W.

by W. of Therapia, on the coast of Europe. The lights are forty-six feet above the sea, and visible at four miles.

Fixed Red Lights on Umur Banks.—Also, three fixed red lights, in the form of a triangle, exhibited from a light-vessel, moored on the western edge of the Umur Banks, on the coast of Asia. The lights are elevated forty-six feet above the sea, and visible at four miles.

Fixed Red Lights at Jeron Point.—Also, two fixed red lights, placed vertically, are exhibited from Jeron Point, the outermost point of the low fort of Kavak, on the coast of Asia, at the height of forty-six feet above the sea, and visible at a distance of four miles.

Mediterranean Sea.—The Turkish government has given notice, that on the 16th day of August, 1861, the following lights were exhibited from light-houses recently erected in the Archipelago and Dardanelles :

Archipelago.—Revolving Light on Sigri Island, Mityleni.—A revolving white light, eclipsed every *thirty seconds*, has been established on Sigri island, at the west end of the island of Mityleni, at a height of 180 feet above the mean level of the sea, and should be seen in clear weather at a distance of 24 miles. The illuminating apparatus is dioptric, or by lenses, of the first order. The position of the light-house is given in lat. $31^{\circ} 13' N.$, long. $25^{\circ} 51' 15''$ east of Greenwich.

Fixed Light on Ponente Point, Tenedos.—Also, a fixed white light has been established on Ponente Point, the low western point of the island of Tenedos, at a height of 59 feet above the mean level of the sea, and should be seen in clear weather at the distance of fourteen miles. The illuminating apparatus is dioptric, or by lenses, of the third order. The light-house is in lat. $39^{\circ} 50'$ north, long. $25^{\circ} 58' 45''$ east of Greenwich.

Fixed and Flashing Light on Isle Gadaro.—Also, a fixed and flashing light, a red flash recurring every *two minutes*, is shown from a light-house on Isle Gadaro, one mile eastward of the northeast end of Tenedos. The light is 59 feet above the mean level of the sea, and visible at a distance of twelve miles. The illuminating apparatus is dioptric, or by lenses, of the fourth order. The position of the light-house is in lat. $39^{\circ} 50'$ north, long. $26^{\circ} 6' 15''$ east of Greenwich.

Dardanelles.—Green Lights at Seddul-Bahr.—Also, two green lights, placed vertically, are exhibited from the south point of the fortress at Seddul-Bahr, about one mile eastward of Cape Helles, on the coast of Europe. The lights are 52 feet above the mean level of the sea, and visible at a distance of four miles. The position of the light-house is $40^{\circ} 2' 18''$ north, long. $26^{\circ} 12' 5''$ east of Greenwich.

Revolving Light of Khephez or Barber's Point.—Also, a revolving red light, eclipsed every *thirty seconds*, is shown from a light-house near the battery in ruins, one mile southwest from Khephez or Barber's Point, on the coast of Asia. The light is 59 feet above the mean level of the sea, and should be seen at a distance of twelve miles. The illuminating apparatus is dioptric, or by lenses, of the fourth order. The light-house is in lat. $40^{\circ} 5' 21''$ north, long. $26^{\circ} 22' 15''$ east of Greenwich.

Fixed Red Lights on Cape Peskieri.—Also, two fixed red lights, placed vertically, are exhibited from a light-house at Cape Peskieri, N. W. of the village of Bourgas, on the coast of Asia, at an elevation of

of 56 feet above the mean level of the sea, and should be seen at a distance of four miles. The position of the light-house is in lat. $40^{\circ} 16' 40''$ north, long. $26^{\circ} 34' 15''$ east of Greenwich.

Mediterranean Sea.—Sea of Marmora.—The Turkish government has given notice, that on the 16th day of August, 1861, the following lights were exhibited from light-houses recently erected in the Sea of Marmora :

Fixed and Flashing Light on Cape Khoraz.—A *fixed* and *flashing* white light, a flash recurring every *thirty seconds*, has been established on the summit of Cape Khoraz, about $1\frac{1}{2}$ miles from the village of Khoraz, on the coast of Europe. The light is 180 feet above the mean level of the sea, and should be seen in clear weather at a distance of 22 miles. The illuminating apparatus is dioptric, or by lenses, of the second order. The position of the light-house is in lat. $40^{\circ} 41' 15''$ north, long. $27^{\circ} 17' 15''$ east of Greenwich.

Fixed Light at Erekli.—Also, a *fixed* white light on the west point of the coast south of the roadstead of Erekli, on the coast of Europe. The light is 164 feet above the mean level of the sea, and should be seen in clear weather at a distance of eleven miles. The illuminating apparatus is dioptric, or by lenses, of the fifth order. The position of the light-house is in lat. $40^{\circ} 58' 28''$ north, long. $27^{\circ} 58' 15''$ east of Greenwich.

Fixed Light at Kutali.—Also, a *fixed* white light on the rock at the western entrance between Kutali and Rabby (Araplar) islands, at an elevation of 49 feet above the sea, and visible at a distance of ten miles. The illuminating apparatus is dioptric, or by lenses, of the fifth order. The position of the light-house is given in lat. $40^{\circ} 30' 34''$ north, long. $27^{\circ} 28' 5''$ east of Greenwich.

Fixed Red Lights on Palio Point.—Also, two *fixed red* lights, placed vertically, on the western point of Artaki peninsula, at the northern entrance of the channel of Rhoda, at an elevation of 138 feet above the sea, and visible at five miles. The position of the light-house is given in lat. $40^{\circ} 29' 23''$ north, long. $27^{\circ} 40' 40''$ east of Greenwich.

Yarmouth Sands.—Corton Gatway.—Official information has been received from the Trinity House, London, that a safe channel, exceeding six-tenths of a mile in breadth, has formed between the Corton and Holm sands, known as the Corton Gatway, and will, on or about the 1st November next, be buoyed off as a day channel, with circular *black* and *white* striped buoys, on the N. E. side, and with vertically *red* and *white* striped buoys on the S. W. side, of which further particulars will be given when the buoys are placed. Notice is also given, that on the 1st of January, 1862, a light-vessel, showing a quick revolving *red* light, will be placed in fifteen fathoms, just outside the present South Corton Buoy, as a fairway light to the said channel.

Stanford Channel.—Notice having been previously given that this channel can no longer be safely navigated by night, the Stanford light-vessel will be taken away on the 1st January, 1862.

Entrances to the Thames.—Shingles Channel.—Notice is also given, that a deep channel has formed between the Girdler and Shingles sands, and will, on or about the 1st November, be buoyed off with *red* buoys on the N. E. side, and vertically *black* and *white* striped buoys on the S. W. side, of which further particulars will be given when the buoys

are placed. It being desirable to alter the color of the four white buoys at the entrance of the Thames, for the purpose of making them more distinctive, the undermentioned buoys will be altered at the same time, as follows, viz.: the Nore buoy, to circular *black* and *white* striped; the Cant, to chequered *red* and *white*; West and Middle Spaniard, to *black*. The staff and ball being removed from the West Spaniard buoy.

Baltic.—Gulf of Bothnia.—Fixed and Flashing Light on Lungo Island.—Official information has been received that the Royal Administration of Maritime affairs at Stockholm has given notice, that on the 1st day of September, 1861, a light was exhibited from a light-house recently erected on the southern point of Lungo island, off Hernösand, on the coast of Sweden. The light is a *fixed* and *flashing* white light. A *flash* lasting *seven seconds* is preceded and followed by intervals of darkness, each being of *twenty seconds* duration; a fixed light then appears for *two minutes* and *thirteen seconds*, and is followed by the interval of darkness which precedes the flash. The light is elevated 78 feet above the mean level of the sea, and should be seen in clear weather at a distance of twelve miles. The illuminating apparatus is dioptric, or by lenses, of the fourth order. The tower is 25 feet high, circular, and colored yellow; its base being 53 feet above the sea. The keeper's dwelling, painted red, and visible some distance at sea, stands 250 feet northwest of the tower, which is in lat. $62^{\circ} 38\frac{1}{2}'$ north, and long. $18^{\circ} 6'$ east of Greenwich.

Beacon on Ryvingen Island.—Also, that a new beacon of stone, in the form of a pyramid, 30 feet high and painted yellow, was to be erected in the place of the old one on the island of Ryvingen, near Mandel, in July last.

FINDING COMPASS DEVIATION AT KRONSTAT.

The Ministry of Marine has given the following notice of an arrangement made in the commercial port of Kronstat, to enable mariners to determine the deviations of their compasses, as resulting from the effects of the iron of the ship or the cargo on board, whilst lying at anchor in the great roadstead of that port, viz.: The correct magnetic bearings of the foundry chimney from various parts of the western wall of the commercial port of Kronstat are indicated by a series of marks, ranging between the bearings of $N. 89^{\circ} E.$ and $S. 79^{\circ} E.$, painted on the western face of the wall. The degrees are marked in figures legible from the roadstead of Kronstat, the even figures being on a black ground, and the odd figures on a red ground, in the following order:

9 80 1 2 3 4 5 6 7 8 9 90 9

indicating as here stated under each figure—

$8.79^{\circ} E. 8.80^{\circ} E. 8.81^{\circ} E. 8.82^{\circ} E. 8.83^{\circ} E. 8.84^{\circ} E. 8.85^{\circ} E. 8.86^{\circ} E. 8.87^{\circ} E. 8.88^{\circ} E. 8.89^{\circ} E. N. 89^{\circ} E.$

The half degree between each of the above is also denoted by a white circular mark between them. The difference between the bearing of the foundry chimney, as indicated by any one of these marks and that observed from the ship when it is seen in line with it, is, therefore, the deviation of the compass. (Mariners will remember that this arrangement is similar in principle to that adopted at Liverpool, where the bearings of Vauxhall chimney for the same purpose are legibly painted on the sea face of the dock walls of that port. The variation of the compass at Kronstat has been assumed in the above arrangement to be $4^{\circ} W.$)

COMMERCIAL REGULATIONS.

I. SEIZURES AT NEW-YORK. II. THE STAMP DUES. III. TREATY WITH DENMARK. IV. FREIGHT WEST INDIES. V. DANISH WEST INDIES.

SEIZURES BY CUSTOM-HOUSE OFFICERS.

For the space of several months past, various vessels from Buenos Ayres, with cargoes of wool, hides and horns, consigned to merchants of this city, have been seized by the custom-house authorities, on a charge that the invoices of the cargoes were fraudulent and the cargoes, therefore, liable to confiscation.

This course has caused considerable annoyance to the merchants, who acted in good faith with the government, and had no intention, much less desire, to defraud the United States out of a farthing of their just dues. Some cargoes have been examined, re-appraised and released; in other cases the consignees have entered into bonds to abide the eventual adjustment of the difficulty, and thus released their cargoes; while other cases are in the courts, and the goods still in the possession of the custom-house authorities.

The whole difficulty seems to arise out of a misunderstanding between the custom-house appraisers and the consignees relative to the currency of Buenos Ayres, whence the goods are imported. By the old tariff, for instance, wool invoiced at less than twenty cents per pound *ad valorem* was admitted free of duty.

The revenue law of 1799 requires that in all cases where the currency of the country, whence goods are imported, is not fixed by the schedule of the United States, the consul at the port of exportation shall certify the value of the same, in Spanish or American dollars; which certificate shall be affixed to the invoice, and serve as a guide for the collector in estimating the value of the goods. Invoices from these countries are required to be made out in the currency of those countries, and the collector, in estimating the value, determines the same by the consular certificate.

The currency of Buenos Ayres is paper money which, forty or fifty years ago, represented a par value of one Spanish dollar; that is, one paper dollar was equivalent in value to one Spanish dollar. The political and other disturbances of the country, however, soon depreciated this value, and issues of paper money were made to such an extent from time to time, that at last the value of the paper money so depreciated, that now, with a circulation of about four or five hundred millions, each dollar is nominally worth only about four cents, or, in other words, it requires twenty-five of the paper dollars to equal in value one Spanish dollar.

This valuation, even, fluctuates to a considerable extent, and hence certificates of the consul are found representing the value of the currency at various amounts, from twenty-two to twenty-five to the dollar.

In some of the interior provinces the currency is reals of plate, rep-

representing one-eighth of a dollar, but by the laws of the United States they are worth but one-tenth, requiring ten reals of plate to equal in value one dollar or La Plata dollar. Bargains for the products of the interior are based on this currency, but when payment is made, the value is estimated at ten to the dollar. Gold and silver coin, in fact, has no value as currency, being an article of commerce and fluctuating in value, as does almost any commodity with us.

Doubloons, even, fluctuate according to the state of the market, as they do here. Before the influx of gold from California and Australia doubloons had a standard value, which is now much depreciated even in this country.

In estimating the value of importations from Buenos Ayres the collector assumes a doubloon to represent in value sixteen Spanish dollars; and hence, for instance, seeing them quoted in that country at 335 dollars Buenos Ayres currency, he estimates the value of the Buenos Ayres dollar at a fraction less than twenty-one, while in fact their value is only twenty-five to the dollar. The collector also assumes to call eight reals equivalent to one Spanish dollar; thus proportionately affecting the value of the goods at the port of exportation.

It is held to be a well-settled principle of revenue law, based upon the act of 1799, that the collector has no authority to go behind the consular certificate, under any circumstances; he being the officer of the government as much as is the collector. The collector is governed by this certificate in assessing duties, and upon it he estimates whatever duty is due the government.

It is doubtful if the Treasury Department at Washington will sustain the construction that has been placed upon the revenue laws by which these seizures are justified; consequently the goods seized will have to be surrendered, either voluntarily by the collector or through due process of law.

THE STADE DUES.

THE ships of the nine powers who concluded a treaty with Hanover for the abolition of the Stade dues are not only entirely free of the liability to pay these dues, but also from the obligation of giving a security for the amount, which was required while the negotiations were pending. The arrangements with France, Sweden, Denmark and Lubeck are nearly concluded. The States that have not yet made any agreement with Hanover as to the duties are the United States, the new kingdom of Italy and Oldenburg. The government of the North American Federation has, however, instructed its Minister at Berlin to enter into communication with Hanover on the conditions agreed to by the other powers. The political condition of the kingdom of Italy delays the negotiations with it, and Oldenburg refuses to accept the distribution of the indemnity stipulated by the other treaties. In a semi-official document published at Hamburg it is announced, that up to the present date the treaty concluded with Hanover for the abolition of the Stade dues has been ratified by the governments of Great Britain, Brazil, Belgium, Holland, Portugal, Hamburg, Prussia, Austria and Russia.

TREATY WITH DENMARK.

The President has published the text of two additional articles added in July last to the treaty between Denmark and the United States. The articles provide, first, that the consular agents of the respective governments shall have the right to sit as judges and arbitrators in such differences as may arise at sea or in port between the captain, officers and crew of vessels of their own nation; and, second, that the consular agent have power to require the assistance of the local authorities for the search, arrest and imprisonment of deserters from the ships of war and merchant vessels of their country.

FRENCH WEST INDIES.

The new commercial system granted by France to her colonies of Martinique, Guadeloupe and the Isle of Reunion, superseding the former prohibitive regulations, came into force in the beginning of September. By this change the above islands are opened to the commerce and navigation of the whole world. The importation of merchandise will take place on the same terms as into France, except where the colonial tariff is more liberal, in which case the latter rate is retained. Trade can be carried on under any flag, but, with certain exceptions, a differential duty is charged on foreign as compared with French ships. All export duties on colonial merchandise are abolished. English vessels will now be enabled to take cargoes of foreign goods to these islands, and return laden with produce, either to their port of shipment or to France. The production of sugar is expected to be largely benefited, and increased activity is also looked for in the coffee, dye-woods and spirit trades. The principal articles imported by the three islands are wood for building, manufactured iron, salted meat and fish, butter, oil, flour and coal, and at each colony there is a port offering every convenience to maritime commerce. The change from exclusive prohibition to a system more nearly approaching free trade appears to be the commencement of a new and important era for these dependencies.

PRIVATEERS IN THE DANISH WEST INDIES.

The following official notice, excluding privateers from the Danish West India ports, appears in the *St. Thomas Tidende*, of the 20th July:

"Owing to the present state of political affairs in America, it is hereby brought to public notice, that privateers of no nation whatever will be allowed to resort to the Danish West India harbors or waters, or to send their prizes either to St. Thomas or any other of the harbors in these islands, or dispose of them there, as little as it will be allowed that vessels be provided in the Danish West India Islands with requisites for privateering, whether consisting in materials of war and provisions, or letters of marque from any belligerent power.

"Government for the Danish West India Possessions, St. Croix, 12th July, 1861.

"W. BIRCH."

JOURNAL OF MINING AND MANUFACTURES.

I. EARLY MANUFACTURES IN RHODE ISLAND. II. COAL MINING IN INDIA. III. THE WORKING OF ENGLISH MINES. IV. MANILLA ROPE. V. JAPANESE PAPER. VI. BREECH-LOADING PISTOL-KNIFE. VII. THE NATIONAL BEVERAGE. VIII. "ENTIRE" PORTER. IX. MISSOURI LEAD MINES. X. SHODDY. XI. SHODDY, FLOCKS AND NOILS. XII. PHOTOGRAPHS IN THE HOUSE OF COMMONS. XIII. WAGES AND PROFITS. XIV. POISONED DRESSES. XV. RE-MAKING LEATHER. XVI. LAKE SUPERIOR IRON.

EARLY MANUFACTURES IN RHODE ISLAND.

At a special meeting of the Rhode Island Historical Society, the Rev. Mr. BANVARD, of North Providence, read a paper upon the early history of Pawtucket.

The name of "Pawtucket," Mr. BANVARD said, was given to it by the natives, and signified "great falls of water." Pawtuxet, its diminutive, means "little falls of water."

In 1636, ROGER WILLIAMS purchased of CANONICUS and MIANTINOMO, after two years of negotiation, all the lands and meadows on the Moshassuck and Wanosquatucket Rivers. A transfer of a large portion of those lands was made to JOSEPH JENKS, October 10, 1671. JENKS was, according to tradition, the first settler of the town; and, being a manufacturer of anchors and other heavy iron articles, is said to have left Lynn because of the expense of obtaining wood and coal, which had become scarce there, and to have selected Pawtucket as a desirable location on account, not only of the abundance of fuel, but also of water power. This forge, situated on the western side of the Blackstone River, was burned by the Indians in 1675, in King PHILIP's war. Its site is now occupied by a large cotton mill. OZIEL WILKINSON, a blacksmith, who came from Smithfield, afterwards commenced business near JENKS' establishment. This shop was known as the Upper Anchor shop; JENKS' as the Lower Anchor shop. WILKINSON's sons succeeded him, and greatly enlarged the business. Oil mills were early erected for it by one KENNEDY, and afterwards by WILKINSON.

About sixty years ago there was an old snuff mill standing on the banks of the Blackstone, a short distance above Pawtucket, and, about the same time, a chocolate mill was in operation further up the stream, a part of the same building being occupied as a fulling mill and for the manufacture of wash-leather. Over \$1,000 worth of this article was stolen from Colonel HALL, who was the manufacturer, and found a long time afterwards, so damaged as to be useless, in the woods, with other stolen goods. This mill subsequently became a snuff mill, and afterwards a cotton factory, and, with two or three other buildings, constituted the whole village of what is now Central Falls. Nearly all the land in that vicinity belonged, at that time, to the JENKS family.

In the great flood of 1807, that forced its way through the valley of the Blackstone, fourteen buildings were swept away from the village and

carried down the stream. Merchandise of all sorts floated down the current. A keg of butter, marked with the name of RICHARD WATERMAN, made a successful trip as far as Newport, where it was found some time after. From certain houses the deliverance of their inmates was effected with great difficulty and hazard. One factory was carried down the stream without going to pieces. Among the buildings destroyed was that in which SAMUEL SLATER tried his various experiments, and manufactured machinery for the first cotton mill in America.

Concerning the changes in that water-course known as "Sargent's Trench," and the discoveries made thereupon, the essayist made special and appropriate mention, and then proceeded to sketch an account of the life and labors of SAMUEL SLATER, a young man, 22 years of age, when he was taken to Pawtucket by the venerable MOSES BROWN, on the 18th of January, 1790. After great labor, amid frequent alternations of hope and disappointment, the repeated efforts of Mr. SLATER met with success. His carding, spinning and roving machines, to secure the operation of which his labor and experiment had been long directed, finally worked well, and the machinery moved to his satisfaction. MOSES BROWN, in a letter dated Providence, 19th of fourth month, 1791, says: "The weavers inform me the yarn works better than any linen they have had, and takes less trouble to warp and weave it." To SLATER is conceded the honor of introducing the English method of using machinery in the spinning of cotton.

The manufacturing of steel was introduced into Pawtucket somewhere about 1790.

President MONROE, while on a tour through New-England, visited SLATER's mill, at Pawtucket, and was shown the first frames for water-spinning, according to those patents which SLATER himself had erected from memory, without the least assistance from drawings or models. President JACKSON also visited Pawtucket, and honored Mr. SLATER with a call at his own residence, holding a pleasant interview with him, which Mr. BANYARD described.

Not long after the year 1814, when patterns of the power-loom were brought to Providence, Mr. DAVID WILKINSON introduced it and the dresser into Pawtucket, and manufactured them for sale. Previously to 1815 all weaving was done by hand. The writer referred at length to the manufacture of superior fire engines by Mr. WILLIAM JEFFERS, and to that of sash and blinds by DANIEL D. SWEET, originated in 1838 by DANIEL DUNHAM.

Sixty years ago there were but seventeen houses on the Massachusetts side of the river, and about twice that number on the Rhode Island side. About a hundred years ago there were two ship yards, one on each side of the river.

COAL MINING IN INDIA.

Over the vast peninsula of India, which has an area of 800,000 square miles, coal is found only in the valley of the Ganges and neighboring hills, in Rawah to the south of the Soane, in the Nerbudda valley, and in the Sylhet hills on the far northeast. There is no workable coal elsewhere in the northwestern provinces, none in Oude, the Punjab, Scinde, Bombay or Madras. This fact is the less cheering that iron and lime

are generally associated with coal in the same formation, and that India, except in the east, is comparatively destitute of these great elements and necessities of modern civilization. It is no great consolation to say that where coal exists, it is abundant; that Bearbhoom, for instance, is one mass of mineral wealth. India is as large as Europe, and the coal of Raneegunge or lime of Sylhet is more useless to the cotton mills and building firms of Bombay or Madras than that of Newcastle is to Moscow. Coal is most bulky for carriage, and railway carriages will always be so expensive that it will probably be cheaper for Bombay to use good English than indifferent Bengal or even Nerbudda coal. The following abstract contains the result of Mr. OLDHAM's inquiries :

<i>Districts.</i>	1858.	1859.	1860.
Raneegunge coalfield,.....	5,917,000	8,949,600	8,559,097
Rajmahal hills,.....	219,000	843,000	1,222,860
Kurhurbari,.....	4,000	108,182	275,256
Palamow,.....	.....	28,648	30,900
Sylhet hills,.....	22,319	32,498 ....	.....
Total in maunds,.....	6,162,319	9,961,928	10,088,113
or in tons,.....	226,140	365,575	370,206

These figures show the healthiness of the trade, which, notwithstanding the local fluctuations, has steadily progressed. In the Raneegunge coalfield, which is now tapped by the East Indian Railway, and which will shortly be pierced by two branches, there were last year 49 collieries, with 27 steam-engines at work. This is the result of little more than 20 years' operations. The number of collieries in the United Kingdom is 2,654, and the out-turn of coal is 72,000,000 tons annually, or 200 times that of India. Our readers will form a better estimate of the coal-producing power of India, if we place in order, with the assistance of Mr. HUNT's mining records, the out-turn of all the coal countries in the world in 1857. We regret Mr. OLDHAM has not given the proportion of the coal area to that of the whole country :

<i>Countries.</i>	<i>Proportion of whole area.</i>	<i>Production in tons.</i>
British Islands,.....	1—10	66,000,000
Belgium,.....	1—22	5,700,000
France,.....	1—100	4,500,000
United States,.....	2—9	4,500,000
Prussia,.....	1—90	3,500,000
British North America,.....	1—20	900,000
British India,.....	.....	370,206
Bohemia,.....	1—20	300,000
Spain,.....	1—52	250,000

Of the nine countries, India is thus already seventh on the list. What a future for America is involved in the fact that nearly a fourth of her whole area, as far as investigated, is covered with coal. India raises a third more than Spain, and about the same amount as Warwickshire. The consumption of coal in India and by vessels leaving its ports we may estimate at 700,000 tons annually, the amount imported in 1857 from England being 329,157 tons. Reckoning the price of Indian coal in Calcutta at five annas a maund, or 17s. a ton, and English coal at the same rate, (though it is far higher,) we have more than £500,000 sterling spent on coal in India. As the trade and manufactures of India increase, and

as machinery comes to be more and more largely introduced, indigenous coal will become more important. The fact that the supply is in certain districts inexhaustible, and that the demand is annually increasing, is one full of hope for the coal companies and proprietors who already occupy, or, like the Bengal Coal Company, monopolize the field. It is possible the Nerbudda fields, worked by the company just established, may supply Bombay and the southern portion of the northwestern provinces on the completion of the railway. But Oude, the Punjaub and Madras must still look to their forests, which, on both sanitary and commercial grounds, it becomes daily of more importance to utilize and renew.—*Friend of India*.

THE WORKING OF THE ENGLISH MINES.

An English journal, after valuing the total product of the mines of Great Britain at £41,491,102 per annum, and computing that England's supply of coal will last at least seven hundred years longer, at present rates of consumption, gives the following account of the depth to which the bowels of the earth have been pierced in England :

"The depth to which we mine for coal is already great. The pit at Duckenfield, in Cheshire, is 2,004 feet below the surface to the point where it intersects the 'Black Mine Coal,' a seam which is four feet six inches thick, and of the best quality for domestic and manufacturing purposes ; from this point a further depth of 500 feet has been attained by means of an engine plane in the bed of coal, so that a great portion of the coal is now raised from the enormous depth of 2,504 feet. At Pendleton, near Manchester, coal is daily worked from a depth of 2,135 feet ; and the Cannel coal of Wigan is brought from 1,773 feet below the surface. Many of the Durham collieries are equally deep and far more extended in their subterranean labyrinths. Some of those, and others in Cumberland, are worked out far under the bed of the sea, and on both sides of the island we are rapidly extending our sub-oceanic burrowing.

"Dalcouth tin mine, in Cornwall, is now working at one thousand eight hundred feet from the surface, and is rapidly sinking deeper. The depth of Tresavean, a copper mine, is two thousand one hundred and eighty feet. Many other tin and copper mines are approaching these depths ; and under the Atlantic waves, in Botallack, Levant and other mines, man is pursuing his labors daily at half a mile from the shore. To aid the miner in these severe tasks gigantic steam engines, with cylinders one hundred inches in diameter, are employed in pumping water from those vast depths. Winding-engines, which are masterpieces of mechanical skill, are ever at work raising the minerals from each dark abyss, and 'man engines,' of considerable ingenuity—so called because they bring the wearied miner to the light of day, saving him from the toil of climbing up perpendicular ladders—are introduced in many of our most perfectly conducted mines. Our coals cost us annually one thousand lives, and more than double that number of our metaliferous miners perish from accidents in the mines, or at unusually early age—thirty-two—from diseases contracted by the conditions of their toils. By the industry of our mining population there is annually added to our national wealth considerably more than thirty millions sterling. This,

when elaborated by the process of manufacture, is increased in value tenfold. While we are thus drawing upon that 'hoarded treasure, guarded by dragons white and red,' which the enchanter MERLIN is fabled to have concealed in the caves of the earth, we should not cease to remember how much of mental labor and muscular power is expended, and how large a per centage of human life is annually sacrificed in the contest with those hydra-headed evils which are truly personified by the dragons of the legend."

MANILLA ROPE.

A firm in Liverpool, manufacturers of hempen and wire rope, now advertise thus :

"The present unusually low price of manilla hemp induces us to bring to notice the economy of using it for rope. Being much lighter than Russian hemp, at the same price per cwt., it would be fully 20 per cent. cheaper, and when spun by machinery is the strongest and most durable rope in use. Tarred Manilla answers best for all ropes much exposed to wet, as hawsers, warps," &c.

Manilla hemp, according to the *Boston Commercial Bulletin*, (one of the best commercial papers of the day,) is derived from a species of banana tree, indigenous to the forests of Mindano, one of the largest islands of the Phillippine group. The tree is cultivated for its fiber, which is obtained by rotting the trunk of the tree until the woody matter falls away from the fiber, which, with little cleaning, becomes the Manilla hemp of commerce. This is collected by the natives into rolls, bundles and small bales, care being taken not to entangle the hemp, shipped in small coasting vessels to Manilla, and then screwed into the regular 280 lb. bales of commerce. The bulk of the product is then shipped to the United States, England and other commercial countries using comparatively little of this fiber in their cordage manufactories. Under favorable circumstances the Phillippines will continue a sufficient supply for the ordinary demands of commerce, at rates not much varying from the present, as Americans, being the largest buyers, keep down competition, while care is taken by those in the trade not to let the rates to the producer recede so far as to check production.

It is probable that if a new source of supply for this commodity is ever sought, it will be found indigenous to the Caroline and portions of the Solomon's Islands, and in the mountains of the Eastern Archipelago. Perhaps it could be cultivated profitably in Nicaragua and Central America.

JAPANESE PAPER.

We may take some instructions from the Japanese, who do not use rags for making paper, but the inner bark of trees. From a recent account in *Blackwood's Magazine*, it appears that this peculiar people are far in advance of the rest of the world in some specialties of paper making. The writer of the article to which we refer, in describing the peculiarities of the Japanese, says :

"It is wonderful to see the thousand useful as well as ornamental purposes for which paper is applied in the hands of these industrious and tasteful people. Our *papier mache* manufacturers should go to Yedo to learn what can be done with paper. We saw it made into material closely resembling Russian and Morocco leather; it was very difficult to detect the difference. With the aid of lacker, varnish and skilful painting, paper makes excellent trunks, saddles, telescope-cases, the frames of microscopes; and we even saw and used excellent water-proof coats made of paper, which did keep out the rain, and were as supple as the best Mackintosh, (India rubber.) The Japanese use neither silk nor cotton handkerchiefs, towels or dusters; paper in their hands serves as an excellent substitute. It is soft, thin, and of a pale yellow color, plentiful and cheap. The inner walls of many a Japanese apartment are formed of paper, being nothing more than painted screens. Their windows are covered with a fine translucent description of the same material. We saw what seemed to be balls of twine, which were nothing but long shreds of tough paper rolled up. If a shopkeeper had a parcel to tie up he would take a strip of paper, roll it up quickly between his hands and use it for twine. In short, without paper, all Japan would come to a dead lock. * * Japanese mothers-in-law invariably stipulate in the marriage settlement that the bride is to have a certain quantity of paper allowed her."

BREECH-LOADING PISTOL KNIFE.

An English cotemporary has inspected a most formidable and deadly weapon, invented and patented by Messrs. UNWIN & RODGERS, Rockingham Works, Sheffield, called the Breech-Loading Pistol Knife. It is a neat and portable instrument of warfare, with a bowie and other useful knives attached; also a box to contain the charges, which are in one piece, and the cap, powder and bullet are cast together. It is loaded at the breech, and can be charged and fired twelve times per minute; will kill at a distance of 160 or 170 yards; and is, without exception, the most complete and compact instrument of warfare we have ever seen. As a protection at home and abroad its use will doubtless become general, as it possesses all the conveniences and appliances for carrying on a deadly conflict with an enemy.

OUR NATIONAL BEVERAGE.

Modern Europe is divided into two groups: the Latin races, who drink wine; and the races, more or less Saxon, who drink beer. This difference is no stranger to the manners, hygienic condition, and even the moral faculties of the population. The characters of human societies were formed by alliances, but they are consolidated by the mode of life, and especially by the alimentary beverages. The impetuosity of the Latin races, their sparkling wit and warlike ardor, respond to those qualities which have been called the blood of the grape; those nations whom nature has condemned to a sterner beverage are distinguished for their part by their strength, patience, reflection, obstinate and encroaching toil. Only regarding present facts we might be tempted to believe

that beer originally came from the North; but that is not the country of the beverage. The first that men appear to have drunk was made in Egypt; and the Egyptians, who liked to refer to the gods useful discoveries and social victories, gave the honor of this invention to OSIRIS. Beer, then, has been from time immemorial the drink adopted in those countries where the vine refuses to grow, either through excess or deficiency of heat. The first colonies which left the East, and pierced the gloomy forests of Europe, made up for the absence of the fruit which NOAH pressed by the means old Egypt had discovered—a liquor made with barley and water. It was the favorite fluid of the Anglo-Saxons and Danes, whom we have seen descend in turn on Great Britain. Before their conversion to Christianity, they believed that one of the chief felicities the heroes admitted after death into ODIN'S Paradise enjoyed, was to drink long draughts of ale from tall cups. Archæologians have made learned and laborious researches to recover the history of beer in Great Britain. It will be sufficient for us to say that, in Wales also, even small beer was formerly regarded as a luxury, and was only seen on the tables of the great. In England, about the middle of the sixteenth century, HARRISON assures us, that when tradesmen and artisans had the good fortune to stumble on a haunch of venison and a glass of strong ale, they believed themselves as magnificently treated as the Lord Mayor. At the present day, what a change! Ale and porter flow into the pewter pots of the humblest taverns; rich and poor—the poor more frequently than the rich refresh themselves with the national beverage—as the Israelites in the desert slaked their thirst at the water leaping from the rock, to quote a minister of the English church. This abundance, compared with the old penury, rejoices the social economist from a certain point of view, for he sees in it the natural movement of science, trade and agriculture, which in time places within reach to the most numerous classes articles which, at the outset, were regard as luxuries. Not only has beer become more available to the working classes, but the quality has improved, and at the present day English beer knows no rival on the continent.—*The English at Home*, by M. ESQUIROS.

TAVERN SIGN—ENTIRE!

Before the year 1730, the English publicans sold to the thirsty souls of their day three sorts of beer, which they drew from different casks into the same glass, and gave to this mixture the name of half-and-half. The owner of one of these publics, (history has handed down the name,) HORWOOD, wishing to spare himself the trouble of performing this task so constantly during the day, hit upon brewing the beer which would combine the qualities of all these beers. To this compound he gave the name of "entire," which has adhered to it till this day, at least on the signboards. It was afterwards christened "porter," because principally drunk by that class.—*The English at Home*.

MISSOURI LEAD MINES IN THE HANDS OF REBELS.

We are very sorry to learn that the richest lead mine in Missouri, and, indeed, probably on the globe, is now in the hands of the insurgents.

though they did not succeed in obtaining any of the metal. The mine to which we refer is situated near the village of Granby, Newton County, within twenty-five miles of the southwestern border of that State. It was opened about two years ago by a party of capitalists, having their headquarters at St. Louis, and is known by the name of the Blow and KENNETT mine. Last year it yielded about seventy-five thousand pigs, or six millions of pounds. Unlike the mines in Eastern Missouri and Northwestern Illinois, this is situated in a level prairie of vast extent. The supply of ore has been pronounced inexhaustible by the State geologist, and the quality is considered the best on the globe, having scarcely any admixtures of foreign substances. The great difficulty has been transportation, there being no navigable river nearer than the Missouri, and no rail-road beyond Rolla, which is fully one hundred miles distant. The western terminus of the Pacific Rail-Road is a little further off; but this route has usually been taken on account of the superior character of the common roads in that part of Missouri. With the mines and furnaces at Granby in their possession, the rebels can supply themselves with lead to any required extent.

SHODDY.

Woollen fabrics furnished for soldiers' wear have been the means of giving the defenders of the country an idea of the thing represented by shoddy. In many instances, a whole corps have found their coats on their backs dropping to pieces after a few days wear, showing their worthlessness for ordinary use of the garments allowed to be imposed upon them by the carelessness or fraud of inspectors. These frail textures owe their rottenness to the liberal mixture in the fabric of an article called "shoddy," which is a discovery of a recent period, and may be ranked, we suppose, among the "latest modern improvements."

The raw material for shoddy is old rags. Woollen rags that were once consigned to the manure heap furnish this material. When the new demand for them first arose, the price was about \$5 per ton; since then it has advanced. They are collected and assorted, and then baled for manufacture into carpets, shawls, linsey and black cloths. Selected rags, thus baled, when of the best description, are worth over \$100 per ton. The sorters sell to the shoddy manufacturer. This agent, in the process of making old garments into new, takes these rags and passes them through a "rag machine," which is a cylinder, armed with teeth, that, revolving at high speed, pulls them to pieces, reducing them to wool, and freeing them from dust. It is now shoddy, and in this state is saturated with oil or milk, and frequently scoured in heaters, in combination with some chemicals. The process completed, the shoddy is ready for manufacture into cloth. For this purpose it is mixed with new wool in as large proportions as possible. White is used in blankets and light colored goods, and the dark descriptions for coarse cloths, carpets, &c. The "shoddy" is the product of soft woollens, but the hard or black cloths, when treated in a similar manner, produce "mungo," which is used extensively in superfine cloths, which have a finish that may deceive a good judge. It is used largely in felted fabrics.

The shoddy parts of a garment made of the mixed material give way very soon, rubbing out of the cloth. It accumulates between it and the

lining. Formerly it was largely imported from England. After a while, the demand for it here was found to be so good that machines were sent over for its manufacture here. In New-York there are six shoddy mills.

As we have intimated, the impositions of contractors in palming shoddy uniforms on the volunteers, left the soldiers, after a few days trial of the rotten fabrics, almost naked. It is probable that the shoddy fraud was carried to a more outrageous excess in these instances than in ordinary dealings. But it is believed that a large proportion of the cloths sent to market in ordinary times is, so to speak, adulterated by this base-born material, and that fortunes are made and pockets picked through its instrumentality to an extent of which the cheated community of shoddy-cloth wearers have no idea.

FLOCKS, SHODDY AND NOILS.

As there is a great discussion about the composition of woollen fabrics for the army, and as the terms commonly used are not familiar to the generality of people, and as many are apt to be misled through ignorance, we have thought it of sufficient interest to obtain all the facts connected therewith, and we have been kindly furnished with samples of the different materials known as "flocks, shoddy and noils," by a practical manufacturer of this city, with explanations accompanying :

SAMPLES.

No. 1.—*Noils*.—That is, short wool combed from long wool to fit the latter for worsted, for kerseys and blankets.

No. 2.—Washed and unwashed Russian and South American wool ; the first for blankets, the second for kerseys.

No. 3.—*Shoddy*.—Blue for kerseys and stocking yarn ; black for satinets and mixed goods.

No. 4.—*Flocks*.—For satinets and cotton warp goods and kerseys.

No. 5.—*Noils*.—Suited for kerseys and blankets, of finer class than No. 1.

No. 6.—*Shoddy*.—Made of old carpets—such as is used in English blankets—and, perhaps, some American. Price, 10 cents a pound ; English blankets, 40 cents. This is mixed with long wool and spun into filling.

THE HOUSE OF COMMONS "DONE" BY A FRENCHMAN.

An enterprising French photographer has established himself and his "machinery" on the river terrace in front of the House of Commons, with the view of inducing the members to have their portraits taken for a parliamentary album, to contain the effigies of the six hundred and fifty-four honorable gentlemen. Whenever the little Frenchman beholds a member, he rushes up to him, takes off his (the member's) hat, places him in a position in front of his machine, and beseeches him in the worst imaginable English to stand at ease "for just one small moment !" It is pleasant to witness the genial manner in which the legislative mind unbends itself, and submits to the importunities of the artist. There is, of course, nothing to pay, which, perhaps, accounts for the success which has hitherto attended the parliamentary album.—*The British Journal of Photography*.

THE RATIO OF WAGES AND PROFITS.

Wages constitute the chief outgoing in several of the staple manufactures of the country. In the manufacture of fine woollen cloth the wages paid by the manufacturer amount to about 60 per cent. upon the total expenditure incurred between the purchase of the wool and the time when the cloth is in a state fit for sale; in the manufacture of woven yarn the corresponding expenditure in wages is about 48 per cent. In the manufacture of earthenware the proportion of wages is about 40 per cent.; that is to say, in the conversion of the requisite quantity of clay into goods worth £100, £40 are paid to workmen in wages. In the manufacture of pig iron the expense of the labor employed amounts to no less than 81 per cent.; and in its subsequent conversion into bar iron to 85 per cent. The expense of working collieries resolves almost wholly into labor, in some instances amounting to 90 per cent. on the current expenditure. In different branches of the steel manufacture the outgoings for labor are very considerable. For instance, in the production of the subjoined articles:

	Material.		Wages.
Table knives and forks,.....	35 per cent.	....	65 per cent.
Razors,.....	10 "	....	90 "
Scissors, (coarse,)	15 "	....	85 "
Scissors, (fine,)	4 "	....	96 "

At the instant, and without more inquiry, we are not prepared to state the ratio between the cost of material and the labor in the production of the broad sheet now in course of perusal; but at a hap-hazard guess we should say that the disproportion is fully as great as that between razors meant to shave, or fine scissors, such as ladies use. Enough data, however, has been adduced to show how loosely wages enter into the prices of commodities. What proportion profits bear to wages is not easy to determine. That depends on the state of the market and the humor of buyers. But as prices are not affected by the relations between them, society has no interest in their allocation. The contest between wages and profits is simply a struggle whether a greater or less sum shall go into the pockets of the employer or the employed.—*Liverpool Albion*.

POISONED DRESSES.

A medical correspondent of a London cotemporary recently stated that thirteen ounces of arsenical poison had been found in one tarletan dress. Another correspondent of the same journal calls attention to the following extract from the report made by M. VAN BROMK to the Belgian government, upon the subject of poisonous colors: It is not merely the poor workwomen who have to suffer from the poisonous emanations of arsenical flowers. Those who work them up, merchants and milliners—those, above all, who wear them—often experience, without being able to account for what they feel, the pernicious effects of the poison which surrounds them. The head of one of the most important houses of business of this kind assured me, lately, that every time he presided over the arrangement of a trimming into which a luxuriant foliage enters, he experiences a more or less violent headache, vertigo, nausea and an obstinate dry cough. The workwomen whom he employs, being more exposed than himself, present these disagreeable symptoms in a still more

marked degree. Moreover, my informant assured me that it is always with extreme reluctance, and by express command, that he undertakes such a task. After such an avowal, it is not difficult to imagine what passes in the midst of those worldly vortices where, at the same time, passions and flowers are agitated and shed. Shaken, crushed and bruised, the poisonous foliage delivers to a burning atmosphere its brilliant and dangerous dust; the latter spreads everywhere and on everything; clothes, hair, the moist skin, the air we breathe, nothing escapes its assaults, which are certainly not unconnected with the frequent illnesses which follow gay and extensive reunions. Sometimes even the effects of the arsenite of copper are immediately perceptible; and more than one woman is indebted to it for the redness of the skin, and sufficiently serious cutaneous irritations.

RE-MAKING LEATHER.

Various attempts have been made to use scraps of waste leather in the manufacture of articles for which pure leather has been employed; but the new products have generally failed to be serviceable where they were exposed to much wear, because they lacked strength or tenacity. In some cases other substances have been used in connection with waste leather. A device of this sort has lately been patented in England by Mr. T. GEE, of Nottingham, who uses hemp or flax fiber. His product is designed to be used for belting, uppers of shoes, &c.

He first takes old boots and shoes, old harness, belts, &c., cuts them in small pieces, washes them thoroughly in water, and reduces them to a soft, pulpy condition by soaking. After this he rolls them out between rollers, dries and mixes them with minute quantities of hemp or flax fiber. They are now intimately united together with a strong solution of glue or gutta percha, then rolled out into bands for belts, or pressed into moulds for the uppers of shoes, or other articles designed to be manufactured from it.

LAKE SUPERIOR IRON.

In 1855 the shipments of iron from Lake Superior were 1,447 tons. The amount gradually increased until 1860, when 150,000 tons were shipped. This year the shipments will not exceed 40,000 tons. The total value of all the ore shipped, and that melted since the mines were worked, is about \$1,326,000 at Marquette. The capital invested in the mines amounts to \$2,286,000. The *Lake Superior News*, of November 2d, from which we gather the foregoing facts, says:

Of the companies now doing business here, we know of none but what, with judicious management, can realize a handsome profit upon whatever branch they are engaged in. This year, however, is a peculiarly hard one upon all doing business in the Upper Peninsula. The general stagnation caused by the war has affected us severely, and now, with a six months' winter before us, during which time there is no possibility of getting our products to market, the chance is, that all the manufacturing companies will be straitened for available means. Yet, as there is plenty of provisions in the country, if all will "bear and forbear," they can weather the point; and from all indications we have no doubt that the next year will be one of general prosperity for Lake Superior.

THE NEW-YORK CHAMBER OF COMMERCE.

A NEW PLAN OF ARBITRATION.

THE Chamber of Commerce is one of our oldest institutions, and has come down to us from colonial times. It is composed of the most influential and successful merchants of the city of New-York, and its influence in commercial affairs is due not only to its years and experience, but its probity. Its presiding officers from 1768, the time of JOHN CRUGER, down to the present, have been men of mark in the mercantile world. WALTON, ALSOP, BROOME, SANDS, RAY, BAYARD, LENOX, CAROW, OGDEN, GOODHUE, KING, GRINNELL and PERIT have been at the head of the institution and maintained its character under all the changes and misfortunes of the times.

The following eminent merchants have been the successive presidents of the Chamber of Commerce from its formation :

<i>Elected.</i>	<i>Retired.</i>	<i>Elected.</i>	<i>Retired.</i>
1768, JOHN CRUGER,	1770	1819, WILLIAM BAYARD,	1827
1770, HUGH WALLACE,	1771	1827, ROBERT LENOX,	1840
1771, ELIAS DESBROSSES,	1774	1840, ISAAC CAROW,	1842
1774, WILLIAM WALTON,	1775	1842, JAS. DE PEYSTER OGDEN,	1845
1775, ISAAC LOW,	1784	1845, JAMES G. KING,	1847
1784, JOHN ALSOP,	1785	1847, MOSES H. GRINNELL,	1848
1785, JOHN BROOME,	1794	1848, JAMES G. KING,	1849
1794, COMFORT SANDS,	1798	1849, MOSES H. GRINNELL,	1852
1798, JOHN MURRAY,	1806	1852, ELIAS HICKS, (died,)	1853
1806, CORNELIUS RAY,	1819	1853, PELATIAH PERIT.	

It has done always essential good ; it took decided ground even in its early day against the odious Stamp act, and its action has since led to a vast number of improvements and reforms, such, for example, as the first modification of the damage on foreign and domestic bills of exchange ; the reform of the old inspection laws in relation to ashes and flour ; the valuation of foreign gold coins ; the cleansing the streets and regulation of the city markets ; the establishing of our trade with China ; the discouragement of smuggling ; the first canalization in this State around the Falls of the Mohawk River, and the carrying place at Wood Creek ; the system of pilotage ; the resistance of the colonial commercial system of Great Britain in its attempt upon our own ; the Erie Canal ; the breakwater in the Delaware ; the location of the present Custom-House ; the employment of relief vessels upon our coast in winter ; the system of wharfrage and the regulation of the piers ; the improvement of the light-house system ; the introduction of the warehousing system ; the Pilot Commissioners Board and the destruction of a previous monopoly of pilotage ; the carrying of lights on board ships navigating our waters ; a rail-road to the Pacific ; the formation of a hydrographical bureau at Washington ; the ventilation and provisioning of passenger vessels ; the employment of a government steam cutter in our harbor ; encouragement to the North Carolina scheme of improving Albemarle Sound ; (now accomplished ;)

the care of our sick seamen in foreign ports; the establishment of a branch mint in this city; the importation of gold from England in 1837, during financial crisis of that year, for the relief of the moneyed institutions the of New-York, leading to the resumption of specie payments; the abrogation of the Danish Sound dues; the improvement of discipline and increased efficiency in our merchant service, and a change in the quarantine system.

These beneficial efforts it proposes to continue. There was before the State legislature a bill introduced by Mr. MANIERRE, of this city, giving legal effect to the decisions of the Arbitration Committee of the Chamber, that is to say, the force and effect of arbitrations under the Revised Statutes, with the duties and disabilities therein specified, in all cases of dispute between members of the Chamber, when the same are voluntarily submitted by both parties. It is, in fact, the repetition of an act under which differences among the members of the Corn Exchange are at present adjusted. A decision on any case so submitted is to have the validity of a judgment at law and to be enforced as such.

In 1851 a plan with a similar object, but in a very different form, was discussed by the Chamber of Commerce, and a draft of a bill was prepared to be submitted to the legislature, to establish a Court of Commerce in the city of New-York. It proposed the appointment of a principal judge and four associate judges, with the ordinary powers of courts and the recovery of costs of suit. On due consideration, and after debate, the project was discreetly laid on the table. The present proposition is a very different one in substance and form. It is, that when the members of the Chamber voluntarily agree to refer a dispute, it shall be submitted to the Committee of Arbitration, and their decision shall become a judgment at law. Nothing can be simpler, more effectual or juster than this.

It may be said that questions of law may arise; but what is commercial law, after all, but the sayings, doings and customs of merchants? Whose testimony but theirs is of real value in contested commercial cases already? And if their opinions, at second hand, are entitled to the respect of judges and the confidence of juries, why not have the benefit of them at first hands, in their own Chamber, and at a nominal cost to the parties interested? It is not at all strange that this speedy termination of a dispute should be preferred to an endless litigation, where the costs increase as the square of the distance of the termination. And of all the men in the world who best understand their own business, the merchants are foremost. The lawyers, from time immemorial, have known this. They have heard of and studied the *Law-Merchant* of England as a well-known system, distinguished from the ordinary law; they have read the 27 "EDWARD III.," that all merchants coming to the staple shall be ordered according to the *Law-Merchant*, and not according to the common law of the land. Nor are they ignorant of the opinion of Lord COKE, that "the custom of merchants is part of the law of England, of which the courts are bound to take notice." In the famous case of *VANHREATH agst. TURNER*, (*Winch's Reports*, 24,) the Chief Justice ruled, if there was doubt in a case, "they might send for the merchants to know their custom." Lord HALE (in *Hardie's Reports*, 486) affirmed the opinion of COKE, and there are many other late authorities, both in the British and American courts, which recognise the principle, and point out when and

how it is to be recognised, so that we come to the unavoidable conclusion that trade and commerce are the fountain-head of their own customs, from which flow the great and noble streams of the *Lex Mercatoria*. If this be so, the Chamber of Commerce is taking the right direction, and only travelling back to the sources from whence commercial law has proceeded. The principle is, then, clear and transparent; but, as it has flowed down the vale of time, it has been often muddied and disturbed. Law-makers of other pursuits in life have erected costly, cumbersome tribunals to settle commercial disputes and interpret their peculiar contracts. Philology has gone on board the steamers and sailing packets, with a dictionary in one hand and a bill of costs in the other. Technicalities have triumphed over principles.

The Chamber of Commerce, consisting of at least eight hundred members, merely ask the legislature to permit them to settle their own disputes of business, when they have any, by simple arbitration, by reference to a committee chosen by themselves, who understand what is required of them and what they are about. They will decide promptly, without incessant postponement for absence of counsel, or adjourning for a bad air in the court-room, or the state of the calendar, or any other cause, which now keep thousands of suits in suspense and their fatigued witnesses "on the jump" from one term to another. None of these things will happen under the proposed arrangement. The honorable men who have differences of opinion as to their respective mutual rights will be but too glad to have them unexpensively adjusted by such associates. These decisions will become a guide "not only here but elsewhere," will end a very large amount of costly litigation, and solidify and sustain the commercial principles by which industry and honor may continue to thrive.

The following is the act passed April 15, 1861, in reference to additional powers to the Arbitration Committee of the Chamber of Commerce:

CHAPTER 251.

An Act to amend an Act entitled "An Act to remove doubts concerning the Corporation of the Chamber of Commerce, and to confirm the rights and privileges thereof," passed April thirteenth, seventeen hundred and eighty-four.

Passed April 15, 1861, three-fifths being present.

The People of the State of New-York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Chamber of Commerce of the State of New-York shall have power to elect, by ballot, in conformity with the by-laws adopted by the said Chamber, a committee, to be known and styled the "Arbitration Committee of the Chamber of Commerce," and shall have power also to appoint a Committee of Appeal; and the duly elected members of the said Chamber, and all persons claiming by, through or under them, may, under the limitations, and subject to the restrictions imposed by the provisions of the statutes of the State of New-York relative to arbitration, submit to the decision of the Committees of Arbitration and Appeal, as the same may be constituted by the said Chamber, any controversy existing between them which might be the subject of an action, and may agree that a final judgment, in a correct record, to be by them designated, shall be rendered on any award made pursuant to such submission.

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

SECTION 3. This act shall take effect immediately.

Passed April 15th, 1861.

THE PHILADELPHIA BOARD OF TRADE.

THE DEFENCES OF PHILADELPHIA.

At a meeting of the Philadelphia Board of Trade, November 25th, the the following resolutions were unanimously adopted:

Resolved, That the river and bay defences of Philadelphia are entirely inadequate, and need to be immediately and largely increased; and that it is the duty of the United States government to superintend and effect such an increase, at such points as a competent corps of engineers may indicate, with the least possible delay.

Resolved, That the ardent, patriotic and efficient services of Pennsylvania, in the work of suppressing the Southern rebellion, give her the right to demand from the national government adequate protection for her seaport, Philadelphia.

Resolved, That it is incumbent upon our municipal authorities, upon the executive and legislature of Pennsylvania, and upon our representatives in Congress, to use all their influence in the approaching session, at Washington, towards securing the immediate extension and completion of our maritime defences, and that they should invite, for this purpose, the co-operation of the proper authorities of New-Jersey and Delaware.

Resolved, That a copy of these resolutions be transmitted by the Secretary of the Board of Trade to our city councils, and to our members of Congress and the State legislature.

STATISTICS OF TRADE AND COMMERCE.

I. KENTUCKY ANNUAL TOBACCO CIRCULAR. II. ADULTERATION IN SILK FABRICS. III. ADULTERATION OF TEA. IV. TRADE AND NAVIGATION OF GREAT BRITAIN, 1860. V. THE LUMBER TRADE. VI. THE TALLOW BUSINESS. VII. LIBERIA TRADE.

LOUISVILLE TOBACCO CIRCULAR.

THE review of transactions in our Tobacco market during the last season discloses to us remarkable changes in prices, and unusual causes for these fluctuations. In November and December, 1860, prices declined, and the dark political prospects caused a neglect of the article; in January, 1861, more confidence was manifested, and prices advanced slightly. During February farmers rushed their tobacco in such quantities to market that again a slight decline was established. In March supplies fell off, and consisted of such poor qualities that we had to quote $\frac{1}{2}$ c. advance on good grades. When, in the month of April, by the bombardment of Fort Sumter, civil war came to an actual outbreak, all business, including the tobacco trade, came to a perfect stagnation; a decline of 1 @ $1\frac{1}{2}$ c. took place, and sales were dragging at that. During May, it being evident that Kentucky was not likely to join the Southern Confederacy, confidence was more or less restored, and tobacco received better attention. The blockade of Southern ports, by which shipments of tobacco were transferred to Eastern markets, and the belief that the new crop to be set out would be materially shortened by the war, created a lively speculative feeling, so that sales were effected at full prices; and in our premium tobacco auctions, May 16th and 17th, the contest among buyers was spirited. The embargo laid upon the export of tobacco by Tennessee, and the competition among foreign and domestic buyers, raised our market fully 1c. in June. At that time Kentucky and Missouri remained the only States from which to provide for the wants of Regie buyers, shippers, manufacturers and speculators, and although supplies were sent forward in large quantities, even from sections of Kentucky from whence shipments usually had gone South, an advance of another cent per pound was established by the end of July. In August prices were fully sustained, and the invasion of our State by the Confederates in September deprived us of supplies from the principal tobacco-growing region of Kentucky, thereby causing a very considerable rise in prices for all fat descriptions, which have ever since remained in active demand by our manufacturers, who are enabled to pay enormous rates for leaf, since Virginia is cut off from the trade in the manufactured article.

The attitudes of the large armies engaged in our civil war preclude from us all reliable information of the new crop, now made and harvested. We are unable to learn from Virginia, Tennessee and the half of Kentucky, how much has been raised, how it was harvested and to what degree the weed may have been injured by the devastations of war. We cannot venture an approximate calculation of the quantity made, but judge that Virginia and Tennessee have produced not more than half, if

that much; Missouri, half to five-eighths, and Kentucky perhaps nearly an average crop. The quality of the leaf in Kentucky, as far as we can hear, is fair.

There being at this moment no prospect for a speedy end of our unfortunate strife, and a great falling off in the quantity of the new crop just being made certain, we really do not see what should prevent high prices ruling for some time to come, and opine that some qualities will experience a further rise in the different markets here as well as abroad.

Our table below shows this year's sales to have been larger than for the last ten years, except season 1851-1852:

				Hds.		
Sales from November 1, 1851, to October 31, 1852,.....				23,200		
"	"	1852,	"	1853,.....	16,600	
"	"	1853,	"	1854,.....	10,154	
"	"	1854,	"	1855,.....	11,594	
"	"	1855,	"	1856,.....	14,975	
"	"	1856,	"	1857,.....	9,012	
"	"	1857,	"	1858,.....	18,974	
"	"	1858,	"	1859,.....	18,452	
"	"	1859,	"	1860,.....	17,505	
"	"	1860,	"	1861,.....	20,823	
Sales during October, 1852,.....				1,194 hds.		
"	"	1853,.....		785 "		
"	"	1854,.....		747 "		
"	"	1855,.....		386 "		
"	"	1856,.....		555 "		
"	"	1857,.....		170 "		
"	"	1858,.....		390 "		
"	"	1859,.....		1,094 "		
"	"	1860,.....		1,300 "		
"	"	1861,.....		589 "		
				Light.	Fat.	
Lugs, ordinary sound,.....	\$ 5 75 @	\$ 7 00 ..		\$ 7 00 @	\$ 8 25	
Good ordinary,.....	7 00 @	7 50 ..		8 25 @	8 75	
Common leaf,.....	7 50 @	8 75 ..		8 75 @	10 00	
Good leaf,.....	8 75 @	10 25 ..		10 00 @	12 00	
Fine Leaf,.....	10 25 @	14 00 ..		12 00 @	15 00	
1860.				1859.	1858.	1857.
Lugs, ord. sound, p. 100 lbs.	\$ 3 25 @ \$ 4 25 ..	\$ 3 25 @ \$ 4 00 ..	\$ 4 75 @ \$ 5 00 ..	\$ 5 60 @ \$ 7 20		
Good ordinary,.....	4 25 @ 5 25 ..	4 00 @ 4 75 ..	5 00 @ 6 00 ..	7 30 @ 8 30		
Common leaf,.....	5 25 @ 7 00 ..	4 75 @ 6 50 ..	6 00 @ 7 00 ..	8 30 @ 9 10		
Good leaf,.....	7 00 @ 9 00 ..	6 50 @ 8 25 ..	7 00 @ 8 75 ..	9 16 @ 10 00		
Fine leaf,.....	9 00 @ 12 00 ..	8 25 @ 11 00 ..	8 75 @ 12 00 ..	10 00 @ 12 00		
Manufacturing leaf,.....	6 00 @ 15 00 ..	8 00 @ 15 00 ..	8 00 @ 15 00 ..	10 00 @ 16 00		
1856.				1855.	1854.	1853.
Lugs, ord. sound, p. 100 lbs.	\$ 8 10 @ \$ 8 75 ..	\$ 5 80 @ \$ 6 25 ..	\$ 4 65 @ \$ 5 00 ..	\$ 4 60 @ \$ 5 00		
Good ordinary,.....	8 75 @ 9 00 ..	6 25 @ 7 00 ..	5 00 @ 5 40 ..	5 00 @ 5 30		
Common leaf,.....	9 90 @ 11 23 ..	7 00 @ 7 50 ..	5 40 @ 6 00 ..	5 30 @ 6 10		
Good leaf,.....	11 25 @ 12 90 ..	7 50 @ 8 50 ..	6 00 @ 6 75 ..	6 10 @ 7 00		
Fine leaf,.....	12 90 @ 14 50 ..	8 50 @ 10 00 ..	6 75 @ 8 25 ..	7 00 @ 9 00		
Manufacturing leaf,.....	9 50 @ 16 00 ..	8 00 @ 12 00 ..	7 00 @ 12 00 ..	7 00 @ 14 00		

ADULTERATION IN SILK FABRICS.

What is Jute? is a question often asked by the general reader. This article, well-known to those engaged in the East India trade, played an important part in the recent great fire of London. It has been demon-

strated that it is a rather unsafe article to stow away, on account of its easy ignition and tendency to spontaneous combustion. It is also unsafe in another particular, for it is the great adulteration of silk. Jute is the fiber of a species of hemp (botanically speaking the *corchorus capsularis*) which is grown in the East Indies, chiefly in Bengal. The same class of men who put shoddy into cloth, logwood into a villainous compound, and then call it port wine, adulterate silk with jute. It has a lustrous, silky appearance, and the fraud is not easily detected. A recent English writer in the *Technologist* says that, thanks to jute, there is scarcely a piece of sound genuine silk woven in the country, and the consequence is, that the so-called silk fabrics, instead of lasting from generation to generation—as they did in the times of our grandmothers and great-grandmothers—barely last the brief period of the latest new fashion. The reason of this is evident, for in preparing this fiber for the market, it is necessary to cause it to almost putrify in order to develop the fine silky character, so much valued in the jute intended for export. In India the cloth made from the fiber is much stronger and more durable, because they do not take such care in steeping it for home consumption. In URE's "*Philosophy of Manufacture*," (newest edition,) a writer says of jute "that it is mixed with the cotton warps of cheap broadcloths, and also with silk, and, from its lustre, can scarcely be detected." Why cannot jute be turned to more honorable and useful purposes than adulteration? Dr. FORBES WATSON says, that its "production admits of unlimited extension," and who knows but the great paper-rag and the cotton question may be somewhat solved by jute?—*Journal of Commerce*.

THE ADULTERATION OF TEA.

In the London *Lancet*, of August 10th, we find the result of the microscopical and chemical analysis of forty-eight samples of tea:

"Of the twenty-four specimens of black tea analyzed, every one was found to be *genuine*; of a like number of green teas, *all were adulterated*. The adulterations are mainly a coloring matter with which the tea leaf is faced, painted or glazed. Ferro-cyanide of iron, or Prussian blue, is the article most commonly used for this purpose. Sometimes, however, indigo, kaolin or China clay, and turmeric powder were found in addition. That species of tea which is denominated gunpowder is adulterated in other ways, by admixture with leaves not those of tea, with paddy husk, and particularly with 'lie tea,' so called, a leaf which resembles the tea leaf closely, and is sent to this country from China in vast quantities to be employed in adulterations here. The coloring of the tea is almost entirely done in China, and probably because it improves its appearance, and perhaps renders its sale more sure and rapid.

"Such is the result of a thorough analyzation of this article by eminent scientific men in England, and it is certainly not very flattering to the taste of these who drink green tea for the love of it. There is no *such article as unadulterated green tea*. Let the lovers of the herb remember that fact, and as they sip the delicious beverage and fancy they find in it a solvent for their aches and pains, let them also remember that they are sipping with it a solution of Prussian blue and indigo, as well

assundry other little peccadilloes that neither add to its exhilarating properties, nor yet are entirely harmless to the system. On the other hand, the black teas are not adulterated, and are the only ones used by the Chinese. Knowing the impurities that are in the best green teas, they send them to foreign ports to tickle the delicate palates of the English, the French and the Americans, who, in their view, fancy the bright, lively appearance imparted by the coloring compositions they use.

"The remedy for these wholesale adulterations is easy. It is entirely in the hands of the tea merchants. If they refuse to buy the poisoned leaf, the Chinamen will very quickly stop adulterating it."

TRADE AND NAVIGATION OF GREAT BRITAIN IN 1860.

The annual statement of the trade and navigation of the United Kingdom with foreign countries and British possessions in the year 1860 has just been published in the form of a blue book, containing 468 pages. From the numerous statistical tables we gather the following information :

Imports and Exports.—The real value of the total imports and exports of merchandise during the last five years is as follows:—Imports, 1856, £172,544,154; 1857, £187,844,441; 1858, £164,583,382; 1859, £179,182,355; 1860, £210,530,873. Exports, 1856, £139,220,353; 1857, £146,174,301; 1858, £139,782,779; 1859, £155,692,975; 1860, £164,521,351.

Corn.—The quantity of wheat imported in 1860 was 5,880,958 quarters, being 1,879,036 quarters over the previous year. Of other kinds of corn and grain, 7,125,661 quarters were imported in 1860, and 5,317,761 quarters in 1859. 5,086,220 cwt. of wheat meal and flour was imported in 1860, and 71,343 cwt. of other kinds of meal and flour.

Cotton.—The quantity of raw cotton imported during 1856 and the four succeeding years was as follows:—1856, 9,141,842 cwt.; 1857, 8,654,633 cwt.; 1858, 9,235,198 cwt.; 1859, 10,946,331 cwt.; 1860, 12,419,096 cwt. During the same five years the quantity of cotton yarn imported was as follows:—1856, 1,116,226 lbs.; 1857, 956,652 lbs.; 1858, 799,827 lbs.; 1859, 962,097 lbs.; 1860, 1,002,872 lbs. In 1860, 148,296 pieces of cotton manufactures of India and China were imported, besides European cotton manufactures to the value of £685,059.

Silk.—The value of silk imported in 1860 was £10,241,748, being less than in the previous year, when the value was £10,377,042. Thrown silk exhibits a similar decrease; the value of the imports being £336,991 in 1860, and £526,773 in 1859. There is an increase, however, with regard to silk manufactures, the returns showing £3,343,761 in 1860, as compared with £2,763,379 in 1859.

Spirits.—The returns respecting the import of spirits exhibit the following results:—Value of brandy in 1859, £1,420,942; in 1860, £1,088,177. Geneva, 1859, £16,428; 1860, £16,428. Rum, 1859, £801,056; 1860, £757,981. Unenumerated spirits, not sweetened, 1859, £97,927; 1860; £90,073. Sweetened spirits of all kinds, 1859, £35,684; 1860, £53,555.

Tobacco.—The following is the value of the raw tobacco imported during the past five years:—1856, £1,980,672; 1857, £1,895,104;

1858, £2,230,323; 1859, £1,563,330; 1860, £1,494,517. The manufactured tobacco, segars and snuff imported during the same periods were of the following value:—1856, £243,490; 1857, £287,483; 1858, £300,516; 1859, £253,841; 1860, £283,201.

Shipping.—The number, tonnage and crews of registered vessels, distinguishing sailing and steam, were as follows:—36,164 sailing vessels, tonnage, 5,210,824 tons; steam vessels, 2,337, tonnage, 500,144 tons. Total number of vessels, 38,501; total tonnage, 5,710,968 tons; crews, 294,460.

THE LUMBER TRADE.

The lumber trade of this country, according to the *Boston Commercial Bulletin*, was for years confined to New-England, and particularly the present State of Maine. Within the past ten years the trade has greatly changed its direction, and within the past five years almost wholly. A well-written essay upon the causes and effects of this would be an interesting historical record. The home trade in lumber has pressed to the extremes—from the Penobscot to the great lakes. In 1851, a member of a firm in the lumber business, at Boston, conceived the idea of working Western and Canada lumber for the Boston market, a long experience having satisfied him that the forests of Maine would, in a short time, become essentially deficient in the supply of some of the most desirable qualities of lumber for building and shipping. To show what has been the result of this enterprise, we can state that the sales made by this firm, in the first year afterwards, (1852,) were not over three hundred and fifty thousand feet. Now they sell about *twenty-five millions* annually. The business has already outgrown the proportions of one concern, and there are others here who are engaged in the business as agents of Western and Canada houses.

This lumber now takes the precedence for shipping over all other kinds; its widths, its lengths and its adaptedness to carriage all excel the Eastern lumber. It is taken mostly from the forests of Michigan, Upper Canada and Western New-York, and is conveyed to the seaboard by way of the canals and the St. Lawrence, and by rail-road, *via* Ogdensburg and Burlington. The better qualities are sent in large quantities to the west coast of South America, California and Australia.

The traffic in Eastern lumber has decreased proportionately; where our old firms ten years since used to average a cargo per day from the Penobscot and Kennebec, they scarcely average a cargo per week.

It has been supposed by many that we were dependent on the South for hard pine, or rather that we could not find a substitute for hard pine. It is scarcely twenty years since that the first lot of common river sawed boards arrived in this city from Mobile, consigned to E. D. PETERS & Co. The trade has grown since then. In 1845 the ship-builders of Boston sent out men all through the South to cut hard pine and oak for ship-building, and from this, and also from the fact that hard pine boards were generally accepted as the best for certain purposes, we have come to believe that we could not do without the Southern lumber. This is a mistake.

COMMERCIAL CHRONICLE AND REVIEW.

I. LARGE EXPORTS TO EUROPE. II. REDUCED IMPORTS. III. EXTRAORDINARY RECEIPTS OF GRAIN AT TIDE-WATER. IV. APPEAL OF THE NEW-YORK CHAMBER OF COMMERCE TO THE CANAL BOARD, AND THEIR RESPONSE. V. GENERAL IMPORTS AND EXPORTS. VI. FOREIGN DRY GOODS. VII. GOVERNMENT LOAN. VIII. PACIFIC TELEGRAPH COMPLETED.

THE month of November has shown a marked change in the business features of New-York. A continued activity has prevailed in the export trade to foreign countries, showing, as general results, exclusive of specie :

	October, 1861.		Ten months, 1861.
Exports,.....	\$ 18,157,000	....	\$ 109,934,000
Imports,.....	10,201,000	....	141,754,000

The grain movement will form one of the extraordinary features of the year 1861, and contributes largely to the strength of the country in sustaining an expensive war. The aggregate receipts to 14th November at tide-water were as follow :

	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1860,.....	1,051,900 ..	15,771,600 ..	18,400,300 ..	2,393,000
1861,.....	1,221,200 ..	25,054,700 ..	20,559,600 ..	1,703,900

By reducing the wheat to flour, the quantity of the latter left at tide-water, this year, compared with the same period last year, shows a gain equal to 2,625,000 barrels of flour. The receipts at tide-water, since the opening of the canals, for three years, to the 14th November, have been as follow :

	1859.	1860.	1861.
Canals open,.....	April 15.	April 25.	May 1.
Flour,.....barrels,	600,600 ..	1,051,900 ..	1,221,200
Wheat.....bushels,	3,523,200 ..	15,771,600 ..	25,054,700
Corn....."	2,488,700 ..	13,409,300 ..	20,559,600
Barley,....."	1,909,200 ..	2,393,000 ..	1,703,900
Rye,....."	320,000 ..	304,500 ..	725,000
Oats,....."	4,697,500 ..	5,948,600 ..	4,806,200

In order to facilitate the grain movement of this State and of the West, the New-York Chamber of Commerce, on the 7th November forwarded a memorial to the Canal Commissioners at Albany, to maintain navigation to the latest moment this year. To this appeal the following response was made :

At a meeting of the Board of Canal Commissioners, held November 14, a resolution, of which the following is a copy, was adopted :

" *Resolved*, That the navigation of the canals of this State, for the present season, be continued to the latest possible period, with reasonable effort ; and that to this end the several Canal Superintendents are required to see that the several repair contractors on their respective sections have prepared for use all necessary ice-breakers, and other tools and implements to aid navigation, as shall be directed by the commissioners in charge."

The foreign importations at the port of New-York, for the month of October, were about one-half the amount for the same time last year. The figures present singular features compared with October, 1857, when the amount entered for consumption was less, viz., \$2,791,905, while for warehousing (under the vast pressure upon the money market) the amount was \$7,356,424; free goods, \$1,782,345; specie, \$2,509,194.

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

ENTERED.	1858.	1859.	1860.	1861.
For consumption...	\$9,234,470 ..	\$9,345,609 ..	\$10,974,428 ..	\$3,638,580
For warehousing..	2,157,678 ..	2,194,258 ..	2,817,461 ..	2,082,381
Free goods,.....	2,061,468 ..	1,447,438 ..	1,911,515 ..	2,163,452
Specie and bullion,	89,368 ..	630,646 ..	1,083,838 ..	639,328
Total entered,...	\$13,542,984 ..	\$13,617,946 ..	\$16,787,242 ..	\$8,523,741
Withdrawn,.....	2,462,425 ..	2,740,892 ..	3,018,393 ..	2,518,080

The Custom-House returns show a total import of merchandise at this port, since January 1st, of one hundred and eight millions, against about two hundred millions for the corresponding ten months of last year. Of the imports during the last ten months only thirty-nine millions were in dry goods, leaving about sixty-nine millions of general merchandise. The specie item, it will be seen, is very important. The specie imports are more than double for the same period in the last four years:

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

ENTERED.	1858.	1859.	1860.	1861.
For consumption, .	\$85,816,904 ..	\$153,743,279 ..	\$140,760,836 ..	\$45,296,493
For warehousing, .	22,389,828 ..	30,546,026 ..	35,213,386 ..	36,575,280
Free goods, ...	18,613,563 ..	24,608,111 ..	23,380,578 ..	25,815,026
Specie and bullion,	2,110,541 ..	2,464,700 ..	2,231,471 ..	35,826,058
Total entered, ..	\$128,930,836 ..	\$211,362,116 ..	\$201,586,271 ..	\$143,512,857
Withdrawn, ...	33,560,002 ..	23,046,201 ..	28,260,420 ..	34,067,746

The foreign exports from New-York, exclusive of specie, for the month of October, exceeded thirteen million dollars, and were, therefore, more than fifty per cent. beyond the total imports for the same period. The grain and tobacco markets remain very active, and we may safely anticipate continued large receipts and exports to foreign countries for the remainder of the season.

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

	1858.	1859.	1860.	1861.
Domestic produce,	\$5,233,363 ..	\$4,752,779 ..	\$10,067,330 ..	\$12,904,350
For mdse., (free)..	161,063 ..	252,878 ..	94,175 ..	60,868
For mdse., (dut.)..	359,185 ..	482,440 ..	394,753 ..	192,196
Specie and bullion,	3,028,405 ..	5,844,159 ..	2,106,395 ..	15,038
Total exports,...	\$8,782,016 ..	\$10,832,256 ..	\$12,662,653 ..	\$13,172,452
Total, ex. specie,	5,753,611 ..	5,488,097 ..	10,556,258 ..	13,157,414

The total exports of produce from the port since January 1st have been more than in any previous year. The specie export has declined to a nominal sum. We annex the general results for the ten months, compared with three previous years. For the current year, thus far, the exports of domestic produce are more than double that of the same period in 1858 and 1859, the large excess of late being paid in specie.

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

	1858.	1859.	1860.	1861.
Domestic produce, ..	\$46,767,981 ..	\$48,223,748 ..	\$73,594,650 ..	\$103,464,788
For. mdse., (free), ..	1,286,624 ..	2,580,757 ..	2,077,302 ..	2,037,500
For. mdse., (dut.), ..	3,345,857 ..	3,930,108 ..	4,531,478 ..	4,332,275
Specie and bullion, ..	23,631,253 ..	63,270,614 ..	41,463,679 ..	3,294,852
Total exports, ..	\$75,031,715 ..	\$118,005,227 ..	\$121,667,109 ..	\$113,129,415
Total, ex. specie, ..	51,400,462 ..	54,734,613 ..	80,203,430 ..	109,934,563

CASH DUTIES RECEIVED AT NEW-YORK, JANUARY TO OCTOBER.

	1858.	1859.	1860.	1861.
First six months, ..	\$11,089,112 ..	\$19,512,181 ..	\$18,389,679 ..	\$10,588,335
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, ...	2,672,936 ..	2,908,509 ..	3,038,803 ..	1,642,882
In October, ...	2,054,834 ..	2,318,754 ..	2,632,078 ..	1,672,617
Total, 9 months, ..	\$22,749,306 ..	\$33,833,700 ..	\$33,060,869 ..	\$17,528,749

Messrs. TELLKAMPF & KITCHING, in their last wool circular, say: During the month of November the demand for wool was not as active as it was in the previous one. Low and medium domestic fleece have met with ready sale, however, at full rates, but of these qualities there is little to be had. Pulled wools have been sold up generally. An auction sale of 600,000 lbs. of fleece and pulled wool took place in Boston on the 19th ultimo, and while the prices of low and medium qualities were fully sustained, the fine wools, of which there was a large proportion, hardly brought the ruling prices at private sale.

The imports of dry goods in October were extremely limited, woollens being mainly the supply entered for consumption:

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

Entered for Consumption.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$1,008,686 ..	\$1,421,850 ..	\$1,452,145 ..	\$1,032,389
Cotton, ...	529,125 ..	774,620 ..	482,349 ..	125,168
Silk, ...	1,364,921 ..	1,155,513 ..	1,789,238 ..	315,563
Flax, ...	415,830 ..	625,838 ..	415,214 ..	207,344
Miscellaneous, ...	226,528 ..	241,175 ..	474,404 ..	41,209
Total, ...	\$3,545,090 ..	\$4,218,996 ..	\$4,618,380 ..	\$1,721,673

A large amount of goods were warehoused in July, August and September. These are gradually being withdrawn. The withdrawals, it will be seen, are treble those of October last year:

Withdrawn from Warehouse in October.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$300,980 ..	\$147,508 ..	\$196,448 ..	\$515,040
Cotton, ...	64,094 ..	57,924 ..	51,308 ..	130,439
Silk, ...	54,493 ..	28,843 ..	38,677 ..	200,169
Flax, ...	72,534 ..	38,240 ..	43,081 ..	89,037
Miscellaneous, ...	75,730 ..	29,516 ..	19,599 ..	21,514
Total, ...	\$567,886 ..	\$302,031 ..	\$349,133 ..	\$956,199
For consumption, ..	3,545,090 ..	4,218,996 ..	4,618,350 ..	1,721,673
Total on market, ..	\$4,112,926 ..	\$4,521,027 ..	\$4,962,483 ..	\$2,677,872

The reduced supplies of goods on the market forbid the entry of any fresh quantities for warehousing. The following are the results for the month of October :

Entered for Warehousing, October, 1858—1861.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$94,022 ..	\$154,183 ..	\$380,908 ..	\$58,071
Cotton, ...	78,761 ..	119,899 ..	199,871 ..	75,734
Silk, ...	44,216 ..	53,051 ..	64,275 ..	74,601
Flax, ...	80,506 ..	110,966 ..	66,070 ..	37,323
Miscellaneous, ...	51,266 ..	55,749 ..	53,438 ..	4,139
Total, ...	\$348,771 ..	\$498,797 ..	\$714,557 ..	\$249,868
For consumption, ..	3,545,090 ..	4,218,996 ..	4,613,350 ..	1,721,673

Entered at port, \$3,893,861 .. \$4,712,793 .. \$5,327,907 .. \$1,971,541

Upon a review of the dry goods trade for the year, it appears that the entries for consumption are less than one-fourth those of the same period of ten months in 1859, and but little in excess of those of 1860; the following are the results :

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

Entered for Consumption.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$14,899,522 ..	\$29,797,207 ..	\$27,693,715 ..	\$8,268,143
Cotton, ...	8,087,121 ..	19,640,906 ..	12,984,731 ..	2,969,667
Silk, ...	15,824,483 ..	28,631,919 ..	30,756,897 ..	7,685,873
Flax, ...	3,775,793 ..	8,715,678 ..	5,785,845 ..	1,724,893
Miscellaneous, ...	2,924,698 ..	4,936,479 ..	5,412,817 ..	1,779,797
Total, ...	\$45,511,617 ..	\$91,722,189 ..	\$82,633,505 ..	\$22,428,373

On the other hand, the large amounts withdrawn from warehousing make the total on the market about forty-four per cent. of the same period last year :

Withdrawn from Warehouse, ten months.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$4,304,226 ..	\$2,578,390 ..	\$3,086,061 ..	\$5,905,498
Cotton, ...	3,844,757 ..	1,404,902 ..	2,310,803 ..	8,879,357
Silk, ...	3,119,963 ..	796,003 ..	1,469,286 ..	4,581,305
Flax, ...	1,940,560 ..	880,313 ..	751,946 ..	1,665,965
Miscellaneous, ...	1,212,109 ..	354,466 ..	519,123 ..	715,281
Total, ...	\$13,921,615 ..	\$6,014,074 ..	\$8,137,219 ..	\$16,747,406
For consumption, ..	45,511,617 ..	91,752,189 ..	82,633,505 ..	22,428,373
Total on market, ..	\$59,433,232 ..	\$97,736,263 ..	\$90,770,724 ..	\$39,175,779

Entered for Warehousing, ten months.

MANUFACTURES OF	1858.	1859.	1860.	1861.
Wool, ...	\$2,003,664 ..	\$3,040,185 ..	\$3,270,768 ..	\$5,635,899
Cotton, ...	1,726,791 ..	1,883,908 ..	2,359,275 ..	3,806,670
Silk, ...	1,076,773 ..	787,544 ..	1,374,788 ..	4,986,950
Flax, ...	808,779 ..	800,296 ..	494,900 ..	1,396,674
Miscellaneous, ...	535,150 ..	436,628 ..	554,208 ..	870,978
Total, ...	\$6,151,157 ..	\$6,448,561 ..	\$8,053,939 ..	\$16,697,171
For consumption, ..	45,511,617 ..	91,722,189 ..	82,633,505 ..	22,428,373
Entered at port, ..	\$51,662,774 ..	\$98,170,750 ..	\$90,687,555 ..	\$39,125,544

The chief financial item of the month of November has been the successful negotiation of the third instalment of the government loan to the extent of fifty millions of dollars, making in all one hundred and fifty millions of dollars, through the joint action of the banks of New-York, Boston and Philadelphia. The third instalment will be in the shape of six per cent. government bonds, repayable in twenty years, at a price equivalent to a seven per cent. stock; the banks having the option of taking the remaining fifty millions not yet negotiated.

Since our last number went to press, the completion of the telegraphic line from New-York to San Francisco, *via* St. Louis, has been announced. The following despatch, addressed to the Mayor of this city, came over the wires recently direct from San Francisco:

"SAN FRANCISCO, October 25.

"*To the Mayor of New-York :*

"San Francisco to New-York sends greetings, and congratulates her on the completion of the enterprise which connects the Pacific with the Atlantic. May the prosperity of both cities be increased thereby, and the projectors of this important work meet with honor and reward.

"H. F. TESCHEMACHER, *Mayor of San Francisco.*"

Mayor Wood sent the following reply :

"*To the Mayor of San Francisco :*

"New-York returns her greetings to San Francisco. Let the Union thus so happily consummated between them ever remain unimpaired.

"The Union forever—whether between the East and the West, or the North and the South—let it be continued and preserved.

"FERNANDO WOOD, *Mayor.*"

It is stated that the next westward extension of the line will be by the way of Behrings Straits to the mouth of the Amoor River, to which point the Russian government is already constructing a line commencing at Moscow.

B. P. JOHNSON, Esq., of Albany, is chairman of the Executive Committee of the United States Commissioners appointed by the President of the United States to supervise the American part of the great exhibition in London in 1862. It is highly desirable that our country should be adequately represented, under the rule :

"Her Majesty's Commissioners will communicate *only through* the commission which the government of each foreign country may appoint; *and no article will be admitted from any foreign country without the sanction of such commission.*"

The articles exhibited will be divided into five classes :

Class 1. Mineral, chemical and pharmaceutical substances and products, food, wines, animal and vegetable substances used in manufactures. 2. Railways, carriages, machines, engineering, naval architecture, philosophical, musical and surgical instruments. 3. Cotton, flax, hemp, wool, silk, fabrics, skins and leather, clothing, paper, stationery, educational appliances, furniture, hardware, iron, steel, cutlery, metals, glass and pottery. 4. Modern art, architecture, sculpture, painting, etching and engraving, &c.

Prizes in the form of medals will be given in sections 1, 2 and 3, but none in No. 4.

Executive Committee, office in the Department of the Interior, Washington, (No. 10 Patent Office Building :)

B. P. JOHNSON, *Chairman*, Prof. JOS. HENRY,
J. R. PARTRIDGE, *Secretary*, W. W. SEATON,
J. C. G. KENNEDY.

By recent arrangements the postage chargeable upon letters for Penang, Singapore, Hong Kong, and all other parts of China, Japan, Java, the Phillippine Islands, Labuan, Borneo, Siam, Sumatra and the Moluccas, posted in the United States for transmission *via* the United Kingdom, will hereafter be 45 cents the single rate of half an ounce or under, when directed *via* Southampton, and 51 cents the quarter ounce, or 57 cents the half-ounce letter when directed *via* Marseilles, pre-payment compulsory.

In relation to the Canadian rail-roads, the Cincinnati *Gazette* remarks :

"We understand that the formation of a grand railway combination between Canadian rail-roads is in progress, which is to comprise the Grand Trunk, Great Western and Buffalo and Lake Huron Railways. The plan, as far as matured, seems to be to include into the scheme that portion of the Grand Trunk west of Toronto only, and has for its principal object the discontinuance of a hurtful competition for freight. The triple combination will be under the control of Mr. J. C. BRYDGES, and it is probable that his visit to England at this time is not unconnected with the matter. The natural effect will be to increase the price of freight, and to this extent it will be antagonistic to the interests of the grain producers. Yet it must be remembered that the railways, and especially the Grand Trunk, have frequently carried through freight at a positive loss to the company, and that as it is not impossible that such a state of things should last for any lengthened period, the formation of the union is not a matter for surprise."

An informal meeting of dry goods merchants having claims against Southerners, was held at the Astor House in November, when it was stated that the object of the meeting was for the consideration of some plan by which they might induce the President and Congress to provide for the interests of Northern merchants whose debts have been confiscated by the rebel government, and stated at length the losses which have been incurred by the merchants of the North, the manner in which their debts due had been confiscated, and the necessity for some decided action to be taken by the federal government to secure indemnity. A resolution was adopted, appointing a committee of five to draft a memorial to the President of the United States, asking him to request of Congress to provide some way in which to collect Southern debts. The committee consisted of Messrs. JAFFRAY, CLAFLIN, CLEVELAND, SMYTH and WOODWARD, who are to procure the signatures of merchants to the memorial.

A memorial to the President of the United States, on the same subject, was adopted by the Chamber of Commerce at their monthly meeting, November 7th.

A meeting of merchants was held at New-York, early in November, to discuss the policy of passing a general bankrupt law by the Thirty-Seventh Congress. The sense of the meeting, as well as of our merchants generally, is in favor of the passage of such a law.

FOREIGN CORRESPONDENCE

OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW.

LONDON, *November 8, 1861.*

THE money market of London presents a singular contrast with that of Paris. While in that city the difficulty of negotiating time bills is increasing, the rates at this commercial centre are more favorable than a month ago. Prime bills, at short dates, have been taken this week as low as $2\frac{1}{2}$ @ $2\frac{5}{8}$ per cent. We now find the rates among the brokers to be:

At thirty days,.....	$2\frac{1}{2}$	@	$2\frac{5}{8}$	per cent.
At sixty days,.....	$2\frac{5}{8}$	@	$2\frac{7}{8}$	"
At three months,.....	$2\frac{1}{2}$	@	3	"
At four ".....	3	@	$3\frac{1}{4}$	"
At six ".....	$3\frac{1}{2}$	@	5	"

In the Continental markets the range is a wide one, viz :

	<i>Bk. Rates,</i> <i>per cent.</i>	<i>Op. Mkt.</i> <i>per cent.</i>		<i>Bk. Rates,</i> <i>per cent.</i>	<i>Op. Mkt.</i> <i>per cent.</i>
Paris,.....	6	..	$5\frac{1}{2}$	Turin,.....	$6\frac{1}{2}$.. $6\frac{1}{2}$
Vienna,.....	6	..	5	Brussels,.....	4 .. $3\frac{1}{4}$
Berlin,.....	4	..	$3\frac{1}{4}$	Hamburg,.....	— .. $3\frac{1}{4}$
Frankfort,.....	4	..	$3\frac{1}{2}$	St. Petersburg,.....	7 .. 8
Amsterdam,.....	3	..	3		

It is rumored from Paris that the negotiation of the Bank of France with London capitalists has had only a temporary effect as to relief, and that the bank has opened a correspondence with the Bank of Prussia for a sum equivalent to £2,250,000. At Paris also prevails a rumor that M. FOULD is likely to become Minister of Finance, and that his first move will be to bring forward a public loan to the extent of 500 million francs, or (in round numbers) twenty millions sterling. France may require even more than this.

The inquiry is made why higher prices do not prevail now, with such ample supplies of capital, than early in the year, when the market rate of discount was almost equivalent to a panic. The contrast in the rates of money does not mark the rates for public securities, viz :

	<i>February, 1861.</i> <i>Bk. Rate, 8 p. ct.</i>	<i>November, 1861.</i> <i>Bk. Rate, 8 p. ct.</i>
3 per cent. Consols, cash,.....	$92\frac{1}{8}$ @ $92\frac{1}{4}$..	$92\frac{1}{4}$ @ $92\frac{3}{4}$
“ “ account,.....	$91\frac{3}{8}$ @ $91\frac{7}{8}$..	$93\frac{3}{8}$ @ $93\frac{3}{4}$
New 3 per cents,.....	$91\frac{5}{8}$ @ $91\frac{7}{8}$..	$91\frac{1}{8}$ @ 92
3 per cents, reduced,.....	$91\frac{5}{8}$ @ $91\frac{7}{8}$..	$91\frac{1}{8}$ @ 92

The numerous fluctuations of the Bank of England in their rates of discount have been prejudicial to the commercial community. The reduction to $2\frac{1}{2}$ and 3 per cent. in 1859, when the bullion reserve was

nineteen millions sterling, or five millions in excess of the present amount, was one of several causes which led to the reaction of 1860. In April, 1860, the rate again reached 5 per cent., and in February, 1861, eight per cent. The bank, from its ample resources, should hold in check the constant tendency to overtrading, and be at all times above the mere inducements of profit, and forego temporary advantages in order to maintain a consistent movement in commerce.

The excitement in the Liverpool cotton market is still on the increase, and prices are advancing daily. The total sales of last week amount to 146,000 bales, including 51,000 to spinners. Annexed are the exports of cotton from Bombay during August, as well as for the eight months ending August 31, the latter compared with the three previous years :

	<i>Gr. Brit. bales.</i>	<i>Congo, &c. orders, bales.</i>	<i>For Europe, bales.</i>	<i>China, &c., bales.</i>	<i>Total bales.</i>
Total for August,.....	39,738½	.....	2,200 ..	.....	41,938½
Previously exp'd this yr.,	717,132½	.. 18,560½	.. 6,226½	.. 54,656½	.. 796,576
Total for eight mos.,	756,871	.. 18,560½	.. 8,426½	.. 54,656½	.. 838,514½
Exp'd same time, 1860,...	329,931	.. 2,701	.. 12,413½	.. 164,367½	.. 509,413
do. do. 1859,...	390,907	.. 22,720	.. 21,569	.. 97,907	.. 533,103
do. do. 1858,...	223,702	.. 13,993	.. 19,542	.. 76,060	.. 333,297

From bankers we learn that of the bills maturing on Monday, the 4th, a rather larger number were returned than usual, but they were subsequently met, and no permanent case of embarrassment occurred.

By letters we learn the stoppage of the old-established Riga banking house of W. L. SCHELUCHIN & SON, with moderate liabilities. The estate is expected to pay nearly in full, or at least a high dividend.

A report prevails of a suspension, with heavy liabilities, in the metal trade at Paris, where of late considerable speculation in copper, &c., has been going on.

The advices from Buenos Ayres mention the failure of the native house of DELPHINO & Co., with liabilities of about £160,000. A small portion of the loss will probably fall upon English establishments. The estate, it is feared, will turn out unfavorably. In consequence of this suspension, MESSRS. DEIHL, FERNAN & Co. have also stopped payment.

An influential local committee has been formed at Cambridge, England, for the purpose of successfully carrying out the approaching meeting of the British Association for the Advancement of Science at that town next year. The gathering will be held later in the season than usual, and will not take place till the first week in October.

MR. C. P. MELLY, a Liverpool merchant, better known as "Fountain MELLY," was presented, on Wednesday, with a silver épergne or candelabrum, valued at £1,000, as a token of the estimation in which he is held by his fellow-townsmen, rich and poor, on account of his public spirit and liberality in the erection of numerous drinking-fountains throughout the town. The plate bore an inscription which alluded to the gifts of a free play-ground and wayside benches, which MR. MELLY has also made to the town.

Contrasted with the close of October, 1860, the position of the London and Paris money markets is reversed. Then there was in London an active demand for money, and the Bank of England raised their rate of discount from 4 to 4½ per cent., while in Paris the current rate of discount was 3 per cent. At that time the MIREX loan in behalf of Turkey was pending.

The following is a comprehensive table, affording a comparative view of the Bank of England returns, the bank rate of discount, the price of Consols, the price of wheat, and the leading exchanges, during a period of four years, corresponding with the first week in November as well as ten years back, viz., in 1851 :

	1851.	1858.	1859.	1860.	1861.
BANK OF ENGLAND—					
Circulation, ...	£ 21,350,000	£ 21,826,000	£ 22,092,000	£ 22,027,000	£ 21,575,000
Public deposits, ...	6,068,000	6,673,000	6,097,000	4,968,000	4,340,000
Other deposits, ...	9,549,000	12,290,000	14,811,000	12,114,000	12,515,000
Government securities, ...	12,241,000	10,808,000	10,875,000	9,490,000	11,712,000
Other securities, ...	12,315,000	14,697,000	15,640,000	19,968,000	16,460,000
Reserve of notes and coin, ..	9,188,000	11,988,000	9,500,000	7,164,000	8,067,000
Coin and bullion, ...	15,259,000	18,502,000	16,890,000	12,897,000	14,210,000
Bank rate of discount, ...	8 per ct.	8 per ct.	2½ per ct.	4½ per ct.	8 per ct.
Price of Consols, ...	98½	98½	96½	93½	93½
Average price of wheat, ...	36s. 1d.	42s. 8d.	42s. 9d.	50s. 9d.	50s. 5d.
Exchange on Paris, (short,) ...	25 17½	25 5	25 7½	25 15	25 20
Amsterdam, (short,)	11 16½	11 15	11 18	11 14½	11 18
Hamburg, (8 mo.), ...	12 10½	13 7	12 5	12 5½	12 8½

Yet, with a specie reserve four millions below that of October, 1858, and with existing circumstances which may produce a revulsion in commercial and financial affairs of England and the continent, the bank has this week reduced its rate of discount one-half of one per cent., or from 3½, which was the established rate on 19th September, to 3 per cent. France is at this moment a large borrower, and the stability of her financial institutions may, before the end of the year, depend upon the ability of the Bank of England to maintain it.

EARL RUSSELL's reply to a letter addressed to him officially by Mr. HENRY W. HAYMAN, of Liverpool, relative to the American blockade of Southern ports, unqualifiedly states that if any British ship, being a neutral, knowingly attempts to break an effective blockade, she is liable to capture and condemnation. If such ship defends herself by force against a national vessel enforcing such blockade, such defence is a breach of the law of nations, and will expose the ship and cargo to condemnation as prize.

The British Board of Trade returns for the month and nine months ending September 30th, 1861, have been issued. We subjoin a statement of the total declared value of the British and Irish produce and manufactures during the month and for nine months in the last three years :

Year.	For the Month.	For nine Months.
1859, ...	£ 11,631,426	£ 98,037,311
1860, ...	13,646,454	101,724,346
1861, ...	11,220,206	93,795,332

The exports of the month were less by £2,426,248, or 18 per cent., than in the same month of last year, and less by £411,220, or 3½ per cent., than in September, 1859. The figures for the nine months show a decrease of £7,029,014, or 7½ per cent., compared with 1860, and a decrease of £4,241,979, or 4 per cent., compared with 1859.

Of the increasing trade of the Gold Coast, the *West African Herald* says: "The palm oil season has been glorious. In some towns in the eastern districts there is actually more oil than traders can take, and yet enormous prices are given for it. The *Dromo* sailed for London from

Accra on the 20th of July, with a cargo of 45,000 galls. of palm oil and a ton and a half of gum. On the 21st *BRYN-Y-MOR*, belonging to the same firm as the *DROMO*, (F. & A. SWANZY,) left Accra with another cargo of 45,000 gallons of palm oil. On the 22d the *KEDAR* sailed from Accra for Salem, Massachusetts, United States, with 85,000 gallons of oil. Thus, within three days, three vessels left from one port with 175,000 gallons of oil, all the produce of the Gold Coast. We do not hear of much corn or ground nuts shipped or contracted for. Very little encouragement has been given to the development of the corn and ground nuts trade of late."

Of the general results of the cotton trade for the nine months of the year, Messrs. STOTTERFORD, SON & Co. report in their circular that "the imports from the United States show a deficiency of 500,000 bales against last year, but from the East Indies there is an increase of 163,000 bales, reducing the deficiency (with some of the minor descriptions) on the whole to 353,000 bales. In the total supply that deficiency is still further reduced to 333,000 bales in American, or to 142,000 bales of all descriptions, in consequence of a larger stock having been held at the beginning of the year than the previous one. The deliveries show an excess of 146,000 bales, of which 23,000 bales Surat were burned in London. The stocks are reduced by 334,000 bales in American, or by 280,000 bales in all descriptions. They are, however, still largely in excess of former years, and, considering that the spinners everywhere are stocked to an unusual extent, there would be no cause for any anxiety if we could hope for an early renewal of the imports from the United States. We would estimate such excess held by the spinners above their usual quantity at fully 150,000 bales, and that would increase the available stock to 1,150,000 bales."

Intelligence has been received of the completion of the Malta and Alexandria cable. The whole length of this line is 1,300 miles, having intermediate stations at Tripoli and Benghazi. Arrangements are now nearly completed for working this line, and it is expected it will be open to the public by the end of October, when communication with India and China will be expedited thirteen days.

It is announced that the proprietors of the steamship *GREAT EASTERN* will be called upon for a further contribution, in the sum of twenty-five thousand pounds, to meet the repairs and extraordinary expenses of the ship, and that she will again, and before long, take her departure for New-York or some other port in America.

The public mind is much occupied with the joint expedition on the part of Spain, France and England against Mexico, to compel restitution for insults given and damages sustained.

The building in which the great International Exhibition of 1862 is to be held is progressing with rapidity. As the details become more public from the progress of the work, it is regarded more and more as a great highly popular measure. The committee are already marking out the various allotments of space. It is stated that the Emperor and Empress of the French will not only visit the Exhibition, but also take a tour to several of the principal towns and cities in the country, soon after the opening of the new building.

Advices from Chili give information that a law has passed the Chambers to double the sinking fund for the $4\frac{1}{2}$ per cent. loan, contracted in 1858 through Messrs. *BARING BROTHERS*.

RAIL-ROAD AND TELEGRAPH STATISTICS.

I. EAST INDIA RAILWAY. II. AN IMPORTANT RAIL-ROAD DECISION. III. THE NEW FIELD TELEGRAPH. IV. NEW TELEGRAPH LINES.

EAST INDIA RAILWAY.

THE Brahminee bridge is one of the largest structures on the newly-opened portion of the railway between Cynthia and Rajmehal. It consists of nine iron girders, of sixty feet span, and seven brick arches, of thirty feet span each. The total length from abutment to abutment is 950 feet.

The height from the bottom of the foundation to rail level is about forty feet, and the height of rail level above the bed of the river is about thirty feet. This bridge was originally intended to consist of twenty-four semi-circular brick arches, the river piers to be founded on undersunk wells. The foundations of both abutments and piers were got in in accordance with this design; but the difficulty of procuring bricks within a reasonable time (owing to a scarcity of fuel, which had to be carted from Raneegunge, a distance of seventy miles) induced a modification of the original design. This was, therefore, altered to a substitution of iron girders for brick arches. The undersunk well foundations were also dispensed with, as it was found, during prosecution of the works, that, by the employment of APPOLD's centrifugal pumps, worked by portable engines, the water could be kept under so as to admit of the sand being excavated, and the piers founded upon the clay. This turned out to be a more expeditious and satisfactory method than the slow and tedious process of well-sinking, in our opinion a rather questionable idea for general adoption in the construction of foundations in this country. The whole of the river piers were got in to above flood level in one season by the employment of four APPOLD's pumps, worked by four small portable agricultural engines, whereas it is doubtful whether otherwise the wells would have been completed in two seasons. The bridge is the highest on the line between Calcutta and Rajmehal. Its great height gives it a light and airy appearance, and altogether the structure forms one of the most attractive engineering features on the newly opened line. The work was carried on under the superintendence of Mr. PERRY, district engineer, ably assisted by Mr. POWELL, resident engineer, and who, we have been informed, has since joined the government service, and has been selected to construct the large bridge on the Grand Trunk Road over the Barrucker River. We have no doubt Mr. POWELL's energetic and vigorous supervision will soon become apparent on his new undertaking, and that this great work, which has long been almost standing still from some causes or other, will be rapidly completed, with credit to himself and to the complete satisfaction of the government of India.—*Calcutta Engineer.*

AN IMPORTANT RAIL-ROAD DECISION.

The Court of Appeals of New-York, the highest tribunal in that State, has just rendered a decision that a rail-road company running an engine through a village where wooden buildings are so near the track as to be exposed to fire from the sparks, is bound to a higher degree of care than when running in the open country.

When the exposure of the buildings is increased by reason of a wind blowing towards them from the engine, which is standing at rest upon the track, the corporation is responsible for the utmost vigilance and care.

Under such circumstances, and after the law had been stated in effect as above, an instruction to the jury that the plaintiff could not recover if the engine was in good order, of proper construction and used with ordinary care, was properly refused.

The owner of an unfinished building thus exposed is bound to the use of such care as a man of ordinary prudence would employ under the circumstances; but does not forfeit his right to redress for the wrongful negligence of another, because he might have escaped injury by a higher vigilance on his own part.

Whether the leaving a door partly open, through which sparks from the engine flew—door being a part of the house then in course of construction and under the hands of the builders—was culpable negligence on the part of the owner or his servants, is a question which may properly be referred to the jury as one of fact.

THE NEW FIELD TELEGRAPH.

Engineer RODGERS, of New-York, has put in operation his newly-invented telegraphic cordage or insulated line, for field operations, and it proved eminently successful, giving entire satisfaction in the manner in which it operated. It is run off reels upon the ground with great rapidity, (as required for instant use,) across streams, through woods, or over any localities. Lines were yesterday, in extraordinary short time, thus laid between the headquarters of General McDOWELL and two or three of his most advanced camps, and were worked in immediate connection with the telegraph station in the War Department. It is worthy of note that the heaviest artillery may run over this RODGERS' cordage without damaging its effectiveness in the least. It differs in many respects from the field telegraph used by LOUIS NAPOLEON in the Italian war, and embraces many advantages of convenient and certain operation under any possible circumstances over that (LOUIS NAPOLEON'S) which contributed so signally to the success of the French arms.—*Washington Star*.

NEW TELEGRAPH LINES.

The telegraph cable between London and the Ajaccio, on the island of Corsica, has been successfully laid over a length of 205 miles, and an average of 1,500 fathoms in depth.

The wires of the new telegraph line from Boston to Washington are laid already to Providence. The line is constructed by the Independent Telegraph Company, consists of three wires, and is what is called a metallic circuit. The wires may be fastened to trees or any convenient object, or pass through water without impairing their efficiency, and they cannot be tapped to take away what is passing.

THE BOOK TRADE.

- I. *A History of American Manufactures from 1608 to 1860, exhibiting the Origin and Growth of the Principal Mechanic Arts and Manufactures, from the Earliest Colonial Period to the Adoption of the Constitution, and comprising Annals of the Industry of the United States in Machinery, Manufactures and Useful Arts, with a notice of the Important Inventions, Tariffs, and the results of each Decennial Census.* By J. LEANDER BISHOP, M. D. To which are added notes on the principal manufacturing centres and remarkable manufactures of the present time. Vol. 1, octavo, pp. 642. EDWARD YOUNG & Co., Philadelphia.

This is a work that has long been wanted. It is the record of American industry carried down to the beginning of the present century, showing how the foundations were laid, and who laid them, of a yearly business now amounting to over eleven hundred millions of dollars, and employing a capital of over five hundred millions. This book shows how States become rich, and alludes to enterprises, mines, &c., that have been abandoned, but which, with modern appliances, might be made to yield fortunes.

Mr. Bishop's work includes a sketch of the industrial resources and pursuits of every State in the Union. The ship-building interest of Maine, Massachusetts, New-York, Maryland, &c., from the year 1650 to this period, finds an ample record. The grist and saw mills of New-York, the coal mines of Pennsylvania, the cotton mills of Rhode Island, &c., find their reliable history here. The work is also full of accurate historical and statistical details as to the important subjects of bark mills, barley and malt, beer, ale and porter, bounties and premiums, brass, iron, copper, lead and other metals, linens, woollens, cottons, flax and hemp, fire-arms, furs, grain, furnaces, gas, granite, gunpowder, glass, hides and skins, hops, hosiery, leather, liquors, lumber, machines, mines, mills, minerals, paper, prices of labor, pianofortes, rail-roads and rolling mills, salt, shoes, silks and steel, &c.

Vast labor and research have been necessary in the compilation of this volume, and, as a national work, of inestimable value to all interested in the triumphs of American genius and the material progress of our country, should find a place in every library, public or private.

The work is peculiarly rich in its historical and statistical details as to the City and the State of New-York; their early ship-building, textile arts, newspapers, mills, mines, leather and metallic manufactures, &c. New-York took the earliest measures to arrest the excessive importations of British goods. As early as the year 1764, a society was established in New-York "for the promotion of arts, agriculture and economy." At that early day they had committees on the arts, on agriculture, on schemes of economy, and offered premiums for various articles of manufactures. Premiums were awarded for the best specimens of hemp and flax, linen cloth, wove stockings, sole leather, shoes, gloves. Medals were announced for the first flax mill, stocking looms, &c. The first vessel built in New-York was in the year 1614, in which vessel the captain two years after discovered the Schuylkill River. Our merchants and manufacturers should read and consult this valuable work in order to find out the origin of the great articles of commerce, and especially the results of labor in the Empire State.

- II. *Comparative Table, No. 1, of the Exports, Imports and Revenues of all the Countries of the Globe, with a sketch of their respective Productions, Agricultural, Mineral and of Manufactures; comprising, also, a Summary Account of their Commerce, Coins and Moneys; of their Rulers and Predominant Religion.* Carefully compiled by Dr. K. PETER REEHORST, Professor and Translator, author of the "*Mariners' Friend*," in ten modern languages. 3 Cowper's Court, Cornhill, London.
- III. *Comparative Table, No. 2, of the Returns of Population, Territorial Extents or Area, the Armies and Navies of all the Countries of the Globe, with their different National Colors, Flags, Standards and Cockades, as shown in the last twelve months.* Carefully compiled by Dr. K. PETER REEHORST.

IV. *Statistical Abstract for the United Kingdom of Great Britain and Ireland, in each of the fifteen years, ending 31st December, 1846 to 1860.*

The tabular information in this parliamentary document relates to revenue and expenditures, imports and exports, bullion, shipping, coinage, Savings Banks, Bank of England, population and grain.

*.*The preceding four works have been deposited in the library of the Chamber of Commerce, New-York, where they may be examined by members.

V. *Seasons with the Sea-Horses; or, Sporting Adventures in the Northern Seas.* By JAMES LAMONT, Esq., F. G. S. 8vo., pp. 282, with a map and eight engravings. HARPER & BROTHERS, New-York.

This work opens with a trip to Spitzbergen, followed by descriptions of the walrus, the seal, the hippopotamus, &c., and hunts for bears, foxes, deer and whales. The volume contains spirited drawings of the author's yacht, the walrus, seal-shooting, bears and cubs, reindeer, &c.

VI. *Eighty Years Progress of the United States. Showing the various channels of Industry and Education through which the People of the United States have arisen from a British Colony to their present National Importance, giving, in a historical form, the vast improvements made in Agriculture, Commerce and Manufactures, with a large amount of Statistical Information. By eminent literary men, who have made the subject their study. Illustrated by 220 engravings of the first order.* L. S. STEBBINS, Worcester, Mass., 51 John St., New-York.

The first eighty years of the national existence were illustrated by no brilliant military exploits, such as for the most part make up the history of most countries of the Old World, but the American people did not the less on that account assume a marked character, and a first rank among the nations of the earth. Their success in ship-building and commerce at once placed them on a level with the greatest maritime nations. The inventive genius and untiring industry of the people soon revolutionized the manufacturing industry of the world, by the ready application of new mechanical powers to industrial arts; and if the extent and cheapness of land for a time supplied the scarcity of labor in agricultural departments, it did not prevent the multiplication of inventions, which have not only added immensely to home production, but have greatly aided that of European countries. The development of these industries forms the true history of American greatness, and the work of Mr. STEBBINS has given a world of information upon each branch of the subject, in a most authentic and attractive form. The chapters on ship-building, commerce and internal transportation present to the reader a mass of valuable information as astonishing for the magnitude of the results produced as interesting in the narrative. We know of no other work which, in the compass of two handsome volumes, contains such varied and comprehensive instruction of a perfectly reliable character. They form almost a complete library in themselves.

VII. *Reports of Cases Argued and Determined in the Supreme Judicial Court of Massachusetts.* By HORACE GRAY, Jr. Vol. 13. Boston: LITTLE, BROWN & COMPANY.

We are much pleased to receive another volume of GRAY's Massachusetts Reports. This volume is not only invaluable in Massachusetts, but in every other State, as decisions made in her courts are cited everywhere as the highest authority. In our opinion, also, these decisions should not be thought of service to, or studied by lawyers alone. It has been too much our custom to call State reports law books, and to consider them, therefore, as of little general use. Yet they are filled with clear and authoritative expositions of every-day transactions, the study of which cannot but benefit every one. We see, for instance, in this volume, many important commercial points discussed, and many contracts explained, any of which might arise in the every-day experience of any merchant.

Yet we would not convey the idea that every man should be his own lawyer any more than that every man should be his own doctor. Those who have made the study of law their profession are, of course, best able to explain its knotty points. But a certain knowledge of law is as necessary to every merchant, who would safely conduct his own business, as a knowledge of the simplest laws of health is to one who would enjoy this greatest blessing of life. This necessary knowledge, we insist, therefore, can best, and perhaps we should say only, be obtained, by studying the reports of decisions of the highest of our several State courts, for there the meaning of statutes, contracts and every mercantile transaction is explained and clearly stated.

VIII. *The Statutes at Large, and Treaties of the United States of America, passed at the first Session of the Thirty-Seventh Congress, 1861, and carefully collated with the originals at Washington.* Edited by GEORGE P. SANGER, Counsellor at Law. Boston: LITTLE, BROWN & COMPANY.

To the lawyer, editor, and all who have occasion to refer to the acts of Congress, this work is of great importance, it being arranged in a very convenient form for reference, with a copious index, too often omitted from similar works.

IX. *Framley Parsonage; a novel* by ANTHONY TROLLOPE, author of "*Dr. Thorne*," "*The Bertrams*," &c. HARPER & BROTHERS, Publishers, New York.

There seems to be a wide diversity of opinion regarding Mr. TROLLOPE's last novel, many of its readers being loud in their praises, while others declare themselves unable to accomplish the perusal of it. Without taking the part of either Framleyites or anti-Framleyites, we can assert that the book is quite out of the ordinary run of novels, and has a decided character of its own. The narrative is chiefly concerning the feuds and friendships of politicians, and the distresses consequent upon money-borrowing and money-lending. In this respect we think it capable of exerting a salutary influence; not upon the borrowing public, for an inveterate borrower is incorrigible, but a few of the poor, dear, indiscreet lenders may still be reclaimable, and to them we heartily commend it.

X. *Silas Marner, The Weaver of Raveloe.* By GEORGE ELIOT, author of "*Adam Bede*," "*Mill on the Floss*," &c. New-York: HARPER & BROTHERS, Publishers.

SILAS MAERNER cannot approach "*ADAM BEDE*" or the "*MILL ON THE FLOSS*," in point of merit, yet there is an originality and life about the writings of Miss EVANS, (or of Mr. ELIOT, as she seems to prefer being called,) which must make any book interesting. Secret Sin and Self-Expiation are the abiding topics with this author. We find them everywhere, in various stages of development, and in SILAS MAERNER they flourish in full blossom. The most charming thing in the whole story is the transfer of the wretched miser's affection from his heap of gold to the orphan baby, who creeps to his door through the winter storm. The difference between the love of money, so hardening in its effects, and the love for the helpless sweet-eyed baby, so humanizing and so tender in all its influences, is beautifully told and strongly contrasted.

XI. *The Recreations of a Country Parson.* Second series. Boston: TICKNOR & FIELDS.

Every one ought to read the "*Recreations*." Since ADDISON delighted his silver-buckled cotemporaries, and LAMB charmed his more modern age with the essays of ELIA, there has been no such essayist as the Country Parson. His writings are so wise that they teach us, so playful that they amuse us, and so hearty and simple in their love towards God and our neighbor, that they make the warm heart warmer, and transform the cynic into a philanthropist. He has given us a book for every nation, for every community, for every fireside, for every individual, and none should fail to read it.

We have received from the American Tract Society, 28 Cornhill, Boston, the following:

1. *Missionary Life in Persia; being glimpses at a quarter of a century of labors among the Nestorian Christians.* By Rev. JUSTIN PERKINS, D. D. With illustrations. 8vo., pp. 250.

This little volume contains a very interesting account of the missionary labors of Mr. PERKINS and others in Persia, during the past thirty years, since the origin of the mission; the state of the field, the opposition of Mohammedans, and the joyful reception given to the missionaries by the Nestorians. The work has already been blessed, and offers a useful field for earnest laborers.

2. *Memoirs of THOMAS FOWELL BUXTON; embracing a Historical Sketch of Emancipation in the West Indies, and of the Niger Expedition for the Suppression of the Slave Trade.* By MARY A. COLLIER.

This is an admirable little volume, and gives ample light on the early measures to suppress the slave trade.

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