

by the Committee, and let us see whether this diminution of over 1,000,000 tons took place in 1863 and 1864.

The following is a statement exhibiting the amount of registered tonnage of the United States, steam and sail, employed in navigation annually from 1860 to 1869, and its annual increase and decrease of each class; also of tonnage built:—

Year ending June 30.	Total Tonnage.	Annual Increase or Decrease of Sail Tonnage.*	Annual Increase or Decrease of Steam Tonnage.*	Tonnage Built.
1860	2,546,237	*34,287	*4,548	212,892.45
1861	2,642,648	*91,079	*5,312	233,194.35
1862	2,291,251	†362,767	*11,390	175,075.84
1863	2,026,114	†284,354	*19,217	310,884.34
1864	1,581,895	†417,523	†26,696	514,740.64
1865	1,602,583	*29,199	†8,511	383,805.60
1866	1,492,926	†209,938	*100,281	336,146.56
1867	1,568,032	*75,280	†174	303,528.66
1868	1,565,732	†26,124	*23,824	285,304.73
1869	1,566,421	*42,825	†8,687	275,230.05

\* Increase marked by \*, and decrease by †.

This table is a very suggestive one, and we shall find it hard to reconcile with it the assertion that the decline of American commerce in the last decade of over 1,149,902 tons must be attributed to the ravages of cruisers in 1863 and 1864.

It will be noticed that the decline in 1862 was greater than that in 1863, more nearly approaching that of 1864; and that American tonnage has decreased since 1865. It will also be observed that shipbuilding has steadily decreased since 1865 from 514,740.64 tons to 275,230.05 tons in 1869.

This remarkable decline of American shipping and shipbuilding after the destruction of the rebel cruisers is best illustrated by the following table, giving a comparison of American and foreign tonnage entered at ports of the United States from foreign countries:—

	Excess of American over Foreign Tonnage.	Excess of Foreign over American Tonnage.
1860	3,567,374	—
1861	2,806,363	—
1862	2,872,407	—
1863	1,974,326	—
1864	—	404,785
1865	—	273,306
1866	—	1,038,364
1867	—	863,621
1868	—	944,915
1869	—	1,945,026