

which multiplied by
th, 813,360 tons,
n, and the aggre-
er ton of such prop-
g August 31, 1852,
ative value of the
merce in 1851 was
according to these

the United States is
to 2,046,132 tons,
50,539 tons in the
isting trade." The
e "coasting trade,"
y returns for 1852
eused tonnage has
per cent. If this in-
an aggregate is ar-
employed in our do-
s considerable regis-
trade between the
ic. It should be re-
e is sail, and, there-
investigation, how-
the carrying capacity
of steamers take up
that but a small pro-
the "passage trade"
g trade" of a large
an that of a sailing
oyed only in summer
le year, the capacity
mate at 20 gross tons,
ad discharged, in the
ons; which estimated
and river commerce of
3,372.

rosecut upon about
al trade, cleared and
The New York State
ut 9,000 tons per mile
. At 6,000 tons per
\$66 the ton, and form

815 miles of railway
y 1, 1852, only 10,516
l in the trade of 1852
d and delivered an ag-
per mile; but as many
business, the average an

sumed will be 1,000 tons per mile, or a gross business of 10,815,000 tons, which, from the general character of railway freight, as being of a lighter and more costly character than water freight, may be valued at \$100 the ton: this would give an aggregate of gross railway commerce amounting to \$1,081,500,000.

This is undoubtedly a very unsatisfactory way of computing the value of our domestic trade, but, until better data can be arrived at, the fairness of this statement cannot be denied; and it is only put forth as the nearest approximation that can be made to accuracy, under our present system of internal trade returns, in the hope that the startling results here obtained may arouse those interested in this important trade to a full investigation of the subject by the collection of authentic data.

It has been customary heretofore, in making up these or similar estimates, to call the net money-value of property one-half the gross amount. Though this process may correctly denote the number of tons transported, it will by no means decide that the same property has not entered and re-entered, several times, into the general account, as it moved from point to point in search of a consumer. For convenience, however, the following tabular statements, showing the gross and net tons and value, are presented:

1851.	NET.		GROSS.	
	Tons.	Value.	Tons.	Value.
Lake commerce	1,985,563	\$157,236,729	3,971,126	\$314,473,458
River commerce	2,033,400	169,751,372	4,066,809	339,502,744
Aggregate	4,018,963	326,988,101	8,037,926	653,976,202

Estimate of 1852.	NET.		GROSS.	
	Tons.	Value.	Tons.	Value.
Coasting trade	20,397,490	\$1,659,519,686	40,794,980	\$3,319,039,372
Canal commerce	9,000,000	594,000,000	18,000,000	1,188,000,000
Railway commerce	5,407,500	540,750,000	10,815,000	1,081,500,000
Aggregate	34,804,990	2,794,269,686	69,609,980	5,588,539,372

The returns already made from some of the lake ports indicate an increase over 1851 of over twenty-five per cent. in value of trade, and twenty per cent. increase of tonnage.

This commerce and its necessities have occasioned the construction in the United States of nearly twenty thousand miles of magnetic telegraph, at a cost of little less than \$6,000,000.

Comment upon such facts as are here presented, will readily suggest