

states the river tonnage at 135,560 measured tons, which multiplied by twenty-four, gives 3,253,440 tons. Adding one-fourth, 813,360 tons, to this amount for flat and keel-boat transportation, and the aggregate is 4,066,800 gross tons. The average value per ton of such property received at New Orleans during the year ending August 31, 1852, was \$83 58, which is assumed as a fair representative value of the whole trade. The gross value of the river commerce in 1851 was \$339,502,744; and the total of lake and river, according to these estimates, \$653,976,202.

None of the enrolled and licensed tonnage of the United States is engaged in foreign trade. It amounted in 1851 to 2,046,132 tons, 57,476 of which was engaged in the cod-fisheries; 50,539 tons in the mackerel fisheries, and 1,854,318 tons in the "coasting trade." The tonnage of the lakes and rivers is all included in the "coasting trade," as classified in the treasury returns. The treasury returns for 1852 show that the aggregate registered, enrolled, and licensed tonnage has been augmented since June 30, 1851, by about ten per cent. If this increase of ten per cent. be added to 1,854,318 tons, an aggregate is arrived at for 1852, of 2,039,749 tons of shipping employed in our domestic "carrying trade" or "exchanges," besides considerable registered tonnage which frequently enters the coasting trade between the Atlantic ports and those on the Gulf and the Pacific. It should be remarked here that a large proportion of this tonnage is sail, and, therefore, incapable of as frequent trips as steam. An investigation, however, shows that there is very little difference in the carrying capacity per ton measurement; as the fuel and machinery of steamers take up so much room, and add so largely to the weight, that but a small proportion of freight is required to put a steamer in the "passage trade" in "running trim." Hence, the annual "carrying trade" of a large steamer is generally less per ton measurement than that of a sailing vessel. As some of this coasting tonnage is employed only in summer months, but the major portion of it during the whole year, the capacity per ton measurement will be assumed in this estimate at 20 gross tons. This forms an aggregate of property received and discharged, in the transaction of our domestic trade, of 40,794,980 tons; which estimated at the mean value (\$81 36) per ton of the lake and river commerce of 1851, would constitute a gross sum of \$3,319,939,372.

The canal commerce of the United States is prosecuted upon about 3,000 miles of canal, which, excluding the coal trade, cleared and landed an average of about 6,000 tons per mile. The New York State canals averaged, in clearances and landings, about 9,000 tons per mile, but this is above the average for all the canals. At 6,000 tons per mile, 3,000 miles give 18,000,000 tons, valued at \$66 the ton, and forming a gross sum of \$1,188,000,000.

There are also completed in this country, 13,315 miles of railway but as 2,500 miles have been opened since January 1, 1852, only 10,815 miles can be considered as having participated in the trade of 1851. Several of the longest freight lines have received and delivered an aggregate amounting to an average of 2,000 tons per mile; but as many other lines do a comparatively light freighting business, the average

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