

ferent. Both agriculture and manufactures have, there, grown up in more intimate relation to commerce. The industry of that section has its shape and energy from commercial prosperity. To the construction, the supply and the support of navigation, its manufactures have a direct, or indirect, reference. And it is not very different with its agriculture. A country, divided into small farms, among a population great, compared with its extent, requires quick circulation and easy processes, in the exchange of its commodities. This can only be obtained by an active and prosperous commerce.

In order more clearly to apprehend the locality of the commercial interest, cast your eyes upon the abstract of tonnage, lately laid upon our tables, according to annual custom, by the secretary of our treasury. It will be found that

	<i>Tons.</i>
The aggregate tonnage of the U. States is	1,424,000
Of this there is owned between the Mississippi and the Potomac	221,000
Between the Potomac and the Hudson,	321,000
And north of the Hudson,	882,000
	1,424,000

If this tonnage be estimated, new and old, as it may, without extravagance, at an average value of fifty dollars the ton ;

The total aggregate value of the tonnage of the United States may be stated, in round numbers, at	\$ 70,000,000
Of which four sevenths are owned north of the Hudson, equal to	\$ 40,000,000
Two sevenths are owned between the Hudson and the Potomac, equal to	\$ 20,000,000
One seventh is owned south of the Potomac, equal to	\$ 10,000,000
	\$ 70,000,000

To place the locality of this interest in a light still more striking and impressive, I state, that it appears by that abstract that THE SINGLE STATE OF MASSACHU-

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