

—then amounting in Europe to between 250,000 and 300,000 tons, as well as all that was consumed in Asia—(probably a much larger quantity)—was obtained from the cane, and that was supposed to be the only substance from which art could extract sufficient to supply the wants of mankind. To cultivate it and manufacture sugar for the market of Europe was for many years the principal inducement for continuing and extending the slave trade. Two lines of Cowper express at once the general belief, and the horrors to which it led:—

Has God then given its sweetness to the cane,
Unless his laws be trampled on, in vain?

Soon after the commencement of this century, when the war prevented France and the Continent in general from obtaining colonial produce, some French chemists thought of applying the knowledge they had acquired of the nature of sugar to producing it from vegetables grown in their own country; and being encouraged by Napoleon, as well as by the enormous price of the article (upwards of 2s. per pound), they succeeded in producing a coarse and weak sugar from beet-root. This occurred about 1810, and from that period the manufacture of sugar from beet has been continued and extended. Though it was much checked on the return of peace, and the free importation again of sugar from the colonies into Europe, the manufacture had become so important, that the Government of France and some of the Governments of Germany encouraged and protected it by imposing high duties on cane sugar. From that beginning, promoted by being in the centre of all the knowledge of Europe, having at its service all the arts of Europe and an unlimited command of free labor, it has come to rival cane sugar, and beet-root is now one principal source of supplying sugar—not only for France, but for Belgium, Germany, Russia, and indeed the whole Continent of Europe. It has improved agriculture and given employment to a great number of people. In 1830 the whole produce of France was estimated at about 8000 tons; in 1851 at nearly 80,000 tons. The beet-root sugar made in the Zollverein was estimated in 1840 at about 15,000 tons; and in 1851, at about 45,000 tons. Probably, half as much more at least as is made in France and in the Zollverein is made in all the other parts of the Continent. In Belgium the quantity made is said to be 7000 tons, in Russia 45,000 tons; making a total of beet-root now manufactured in Europe at least 150,000, and probably 180,000 tons, or nearly one-seventh part of the present consumption of Europe, America, and our various colonies. In 1847 this was estimated at upwards of 1,000,000 tons; and, as the production has increased considerably since that period, it is now probably not less than 1,100,000 tons.

The most extraordinary fact, however, in connexion with the manufacture is, that the price at which beet-root sugar can now be produced

enables the manufacturer to compete with sugar made from cane by slave labor without protecting duties, though they are still continued both in France and Germany. The quantities of sugar made from beet, and the low price at which, by the help of the protecting duties, it is enabled to be sold, are amongst the causes of the great reduction in the price of sugar, by which our community and the whole of Europe benefit, and of which the West India planters bitterly complain. According to a parliamentary return, the average price of Cuban and Brazilian sugar in Europe in 1842-44 (but since then several improvements have been made in the manufacture) was 17s. 5½d. per cwt., equivalent to £17 9s. 4d. per ton. Mr. Sullivan, the great scientific guide to those who are undertaking to make beet-root sugar in Ireland, in his pamphlet on the subject, puts it down at £21 or £22, which may, perchance, lead his sanguine countrymen into error. It is right to add that Mr. Sullivan's estimates are made from the selling price at Hamburg, where these foreign sugars had a market, and they did not, on account of the high duties, find a market here at the period of the return. At the same time we must state that the present price of Havannah sugars in the London markets varies between 17s. 6d. and 21s. per cwt., in proportion to their fineness; and the price of Brazilian sugars varies between 13s. 6d. and 21s. 6d.: and we are not in a position to judge of the relative goodness of beet-root and these other sugars, but some of them are very fine.

We may also notice that Mr. Sullivan puts down the rate of freight at too high a figure; and he may be incorrect in other statements which we have no power to verify. He says, "the usual freight from the East Indies and Penang is £5 per ton." Now, the average freight from Calcutta for the eleven years 1841-1851, as stated by Mr. Lindsay, in his work on the Navigation Laws, was £4 10s. 6d.; but the average of the last four years was only £3 7s. 11d.; and £10, which Mr. Sullivan says it sometimes amounts to, has not been once reached in the last twenty years. Within the last year, however, freights from Calcutta have been down to 15s.; some of the latest advices speak of them as having risen to £2 2s., which is more likely to be about the average hereafter than £5. This is of great importance to the Irish manufacturer, because sugar can, we believe, be imported from India at a lower price than from any other country. We will not, however, enter further into criticisms that might damp the ardour of those who are engaged in what promises to be a very useful, and, we may hope, profitable enterprise. Not pretending to say exactly at what price cane sugar can now or may hereafter be imported into England, it is a certain fact that beet-root sugar has fairly competed with it on the Continent, where the cost of carriage from the seaboard has hitherto been very considerable; and it is estimated that