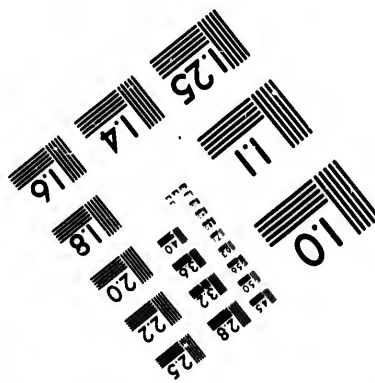
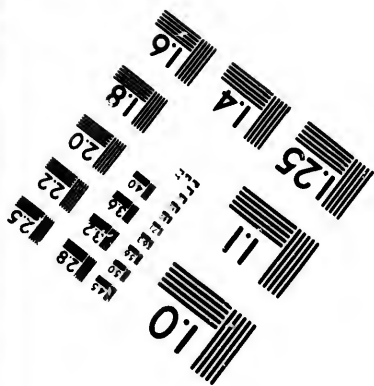
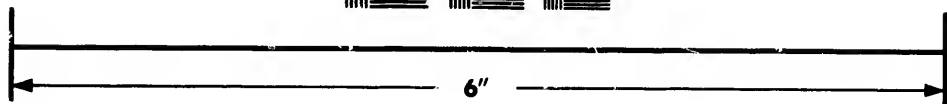
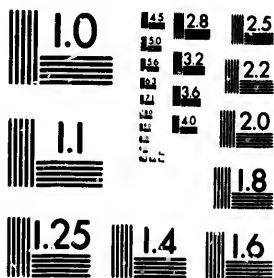


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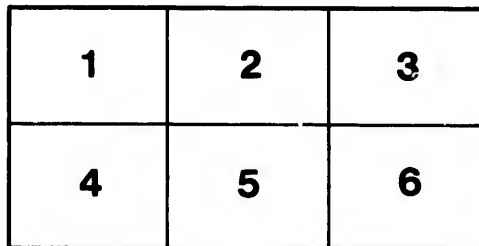
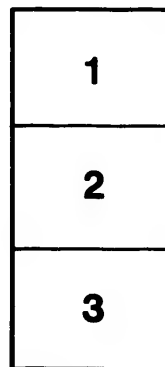
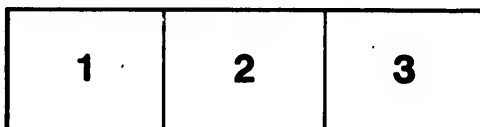
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A REVIEW  
OF THE  
COMMERCE OF DETROIT

FOR

1861.

~~~~~  
*Annual Statement of the Detroit Tribune.*  
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DETROIT:  
H. BARNES & CO., PRINTERS,  
Nos. 52 and 54 Shelby Street.  
1862.

# INTRODUCTORY.


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WE herewith present to the business public a pamphlet edition of the DAILY TRIBUNE'S ANNUAL STATEMENT of the Trade and Commerce of Detroit for 1861.

Mindful of the fact that the *exports* of a community are a key to its wealth and prosperity, we have now for *four successive years*, at the cost of immense labor, compiled a full statement of them from the books of our shippers. At the same time a vague and imperfect exhibit might have been presented with only a few hours' labor from the books of our Custom House, the method pursued by our cotemporaries. But, to our mind, such an imperfect showing is unworthy the important commercial character of the leading products of Michigan, or of the manufactures of Detroit, which, although falling far short of what they should be, are nevertheless of decided importance and are steadily increasing. If our efforts meet the approval of the commercial public, we shall feel abundantly repaid.

As we have done in the past, so it shall be our aim to do in the future, and to the end that reliable statistics may be presented respecting our resources, we invoke the continued good offices of our friends and the public in placing data within our reach.

Not the slightest attempt has been made to exaggerate in any respect. Where it has been necessary to employ estimates to indicate the aggregated amount of any particular branch of business, they will be found strictly within bounds.

 Particular attention is invited to the Cards of a few of our leading Mercantile and Manufacturing houses, at the end of this report.

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# ANNUAL REVIEW.

We herewith present our annual report relating to the trade, commerce and manufactures of the city of Detroit.

The figures will suggest their own commentary upon the rapid development of Michigan, and the importance of our city as a commercial emporium, and only a few words will be necessary by way of general allusion.

The year 1860 was justly regarded as a great improvement upon its predecessor in the production of leading staples, the increase in our grain receipts being nearly one hundred per cent. This year, however, they equal, within the merest fraction, the receipts of both years combined. The three years' aggregate receipts of grain, including flour reduced to bushels, compare as follows, those by teams included:

Total bushels, 1859	4,177,856
" " 1860	5,441,639
" " 1861	10,614,226

It is an astonishing fact that the receipts of flour and grain by lake and rail in 1859 were very nearly equaled by the receipts by the same channels this year in September and October alone! The following are the figures:

	Total 1859,	Sept. and Oct. 1861,
Flour, bbls	615,416	451,464
Wheat, bu.	784,037	1,435,693
Corn, bu	893,236	213,411
Oats, bu	73,662	108,105
Rye, bu	7,000	7,100
Barley, bu	63,476	22,813
Total flour reduced	4,077,553	2,513,715

By including November we find that the receipts of the three months exceed those of the twelve months of 1859 by about 25 per cent.!

The year 1861 deserves to be characterized and remembered as a year of commercial and financial miracles. Twelve months ago

we were menaced on one hand with the maxim that cotton was king, while on the other the money lords of Europe contemptuously flaunted the insignia of a still more formidable sovereignty, reminding us that we were powerless unless they chose to dole out the sinews of war. The result has been as gratifying as it was unexpected. We have been favored with immense crops, and, as if providentially, for the first time in several years, there has been an active foreign demand, and we have thus been feeding the world, and carrying on a war at the same time, while King Cotton has become a pauper. At the same time our own capitalists have signalized their faith in the justness of our cause by taking the entire Government loan, by which the problem of our financial independence is solved.

The present condition of Michigan, all things considered, is singularly gratifying. Our mining interests have been depressed nearly the entire year, while scarce a gleam of hope has cheered our lumbermen, and the fishing interest has relatively suffered in a still greater degree. Added to all these causes of depression, our wool has been sold about half price, yet our State to-day enjoys a higher degree of material prosperity than she has known for six years. What, then, would she now be if all or nearly all of her great interests were prosperous? The question is certainly suggestive.

Our review of the manufactures of the city is mainly confined this year to new establishments, which are of a character that speaks well for the progress of Detroit.



### Retrospect of the Weather for the Year 1861.

The planet on which we live has accomplished another revolution around the great central fire, the second source of life, light, and motion to the Universe. This annual motion, as well as the diurnal rotation of the earth, continues with the utmost exactness from year to year, and from age to age, but the seasons produced by it are exceedingly varied in their character, from causes which are but very imperfectly understood.

The meteorology of 1861 has not been so remarkable as that of many others in the United States; no extraordinary, desolating hurricanes, drought, or excessive rains, excepting a recent one on the Pacific coast, have been recorded, as in past years; the whole continent has produced abundant crops of every kind, and an unusually healthy atmosphere has pervaded the whole land.

The day of greatest cold was the 8th of February, when the thermometer sunk to 10° below zero at 7 A. M.; that of the most intense heat, the 7th of August, when it reached 98°, at two P. M., in the shade.

Reducing the snow to water, 42½ inches of rain fell during the year in this city, being 8 inches in excess of the fall in 1860, but still less than the annual average, on this part of the continent.

The autumnal months were unusually wet, and the absence of frost, till a late period, was remarkable. The weather continued mild throughout December, and the year closed with a dry, spring-like atmosphere.

Hail. Source of Being. Universal Lord  
Of Heaven and earth; Essential Presence hail;  
To Thee we bend the knees; to Thee our thoughts  
Continual climb, who with a master hand,  
Hast this great whole into Perfection wrought."

#### Michigan as a Home for Emigrants.

The inducements which Michigan offers to the emigrant are numerous. Her climate is comparatively mild, and her soil exceedingly fertile. A vast portion of the State is still covered with the primeval forest, which only awaits the strong arm of the chopper to uncover a soil which yields a long succession of crops without manure. The vast resources of this State are only just now becoming known to the world. A few years ago her mineral products were undiscovered—her coal, gypsum, copper and iron lay in their strata, undisturbed by the hand of the miner. Her salt springs were not economized, and even her agricultural products were not calculated to attract attention. A change has come o'er the spirit of the time. The woods are falling beneath the axe of the settler.—The snorting of the iron horse is heard where, a few years ago, the silence of the forest was unbroken by a sound. The farmer, with the power of a magician, has caused the wilder-

ness "to rejoice and blossom as the rose"—the miner has descended into the bowels of the earth and dug up some of the richest ores which the world has ever seen, and in some places mining skill was not required, for the ore lay on the surface—the merchant has built palatial residences where, a few years ago, the tents of the Chippewas or Potawatomies held undisputed possession of the ground.

The farmers of Michigan have easy access to the best markets in America or Europe, so that the produce of their land at all times meets a ready sale. Hundreds, we might say thousands of miles of rail and plankroads diverge from Detroit and penetrate into the richest districts of the State, and the vast chain of lakes and rivers which nearly surround it, afford extraordinary advantages of navigation. The fisheries of themselves are in themselves unfailing sources of wealth, and the lumber which is cleared away by the settler, brings millions of dollars into the pockets of the dealers in this indispensable article. The horses, cattle and sheep of the State are beginning to attract attention in other distant markets, and, if we are to judge by the improvement which has taken place in the domestic animals within the last ten years, in five years more the stock of the State will be among the very best on this continent. As a fruit-growing State, Michigan cannot be surpassed. Great progress has been made in horticulture within the last few years, some of the best varieties of garden and orchard fruits have been introduced; the exports from this delightful branch of rural economy are becoming large, and there can scarcely be a doubt but the profits derived from the growing of fruit will be very large in a few years.

The soil of Michigan is exceedingly fertile, yielding almost every kind of cultivated crop in the richest profusion. The wheat of this State is highly prized in the English and French markets, and when our farmers pay a little more attention to the selection of the very best varieties of seed, and to the cleaning of the grain for market, the wheat of the Peninsular State will not be surpassed on this continent. Maize ripens perfectly and produces an abundant yield in every part of the lower Peninsula, and when we consider that not only the grain of this plant, but also the cob, leaves and stems are useful for the feeding of stock, the benefit to be derived for this crop will at once become evident. Potatoes thrive so well in our soil that a large quantity are annually exported to States which are not favored with a soil so rich as ours, and in which drought takes more effect.

As a fruit growing State Michigan is su-

perior to many Western States. Apples, pears, plums, quinces, peaches, grapes, apricots; &c., reward the labors of the horticulturist, and attain a size and flavor which cannot be equaled in other places. These facts have already attracted attention from fruit growers in every part of the Union. A considerable portion of soil, well suited for orchards and gardens, is still covered with the natural forest, which has only to be cleared away by the settler to unfold a soil so rich as to produce crops for several years without the aid of manure, and almost every part of the State is now within reach of an excellent market, the river and lakes, railroads and plank roads affording facilities for the transportation of agricultural and horticultural products to the best market in the world.

When the numerous advantages which Michigan possesses, are considered, it seems strange that a large portion of her lands are still unoccupied and await the sturdy arms of the foreign emigrant to develop their rich resources. This is not to be wondered at. From an early date the land speculators of other States found it to answer their purpose of aggrandizement to represent Michigan as a howling wilderness, her climate as insalubrious, and her soil a dismal swamp unsuited to agriculture. These delusions are being dispelled rapidly. The robust health of her rural population, and the unsurpassed richness of her soil are now attracting attention and inducing farmers and mechanics from neighboring States to come in and occupy the land. The construction of the Grand Trunk and Great Western Railways have afforded facilities for foreign emigrants to reach Michigan, and the fertility of the soil being known, it is probable that the population will increase rapidly.

Emigrants will find Michigan suited to almost every kind of pursuit or culture. The farmer will find the soil of this State suited to the production of almost every cultivated crop, and the workers in wood or iron will find ample stores of material. The horticulturist can follow his favorite pursuit with success, the climate and soil being admirably suited for the growth of the choicest fruit and vegetables. The vast quantities of fish in the lakes and rivers which nearly surround the State, have already attracted fishermen from the coasts of Holland and France, and there is scarcely a danger that the finny tribe will be exhausted, or the occupation of the fisherman unprofitable.—The mineral products of Michigan are in themselves of sufficient magnitude to attract large numbers of the working population from the mining districts of Europe, and they have been coming annually for several years.

The civil war in America has partially discouraged European emigration to the United States, as it was represented that law and order were fast giving place to anarchy and confusion in this once happy and united land. It would be well to make the real condition of the Northern States known in every part of Europe, that persons anxious to better their condition may be informed that there never was a better time for emigrants to reach this country than the present. The war, with all its attendant horrors is closely confined within the rebellious States, and all the free States are prospering. In Michigan the industrious emigrant will be sure of employment if he has sufficient capital to establish himself on some of the rich lands which lie in every part of the State. The large number of mechanics and workmen of every kind who have enlisted in the Federal army have made labor scarce and dear, and left vacancies to be filled by foreign emigration.

#### Monetary.

The money market has been considerably convulsed by the political troubles of the past year, with a general tendency to stringency, varied, however by a number of extraordinary features that have become developed during the exciting events of the year. Never before have the financial prospects of any State or county merged in one season from a condition of such deep gloom to one so healthy and prosperous, our present condition being, in a financial sense, entirely satisfactory. The loss in ordinary business has been made up by business growing immediately out of the colossal operations of the Government for crushing the rebellion, which is true all over the country. The collections on account of Eastern parties have not been as frequent or heavy as last year, which in fact hinges upon really the most significant general feature of the times, indicating, as it does, an increased amount of business done for cash. The chief characteristic is cash or short time, and as to liquidations, they have been remarkably good. Since the heavy outlays of Government and the foreign shipments of breadstuffs have commenced, money has been easier than at any period within the past six years, notwithstanding a few lingering evidences of a want of confidence in the future; and the financial condition of Michigan is pronounced by those most capable of forming an opinion, better than at any previous period since the organization of the State. A vast addition has been made to our volume of currency, and business has steadily and rapidly increased on a healthy basis. Not only our city merchants, but those in the country, both on the railroads and places remote from them, are driving a prosperous trade, and the

winter business has opened with extraordinarily flattering prospects, especially in the country, owing to the general prosperity which has crowned the labors of the producers—the real source of all wealth.

The financial system of Michigan revolves in comparatively a circumscribed orbit, but the movements are steady, and with our good credit and general freedom from debt, we are in a measure exempt from the more disastrous effects of the panics that periodically convulse the country. The worst feature so far as we are concerned consists in the depression that is occasioned in the market for our immense and diversified products, in which an immense capital is represented.

The panic in Western money, with which the year was ushered in, may be taken as an exception to the above general rule. Constituting almost our entire circulation, the effects could not have been worse if the institutions had been brought into existence under our own laws. Besides the direct losses by holders from the depreciation of the money, great embarrassment was occasioned in business circles, the effect being to partially stop the wheels of trade. Early in November, 1860, Western depreciated to three per cent. discount, but the period was an unfavorable one for taking any steps to secure a better medium, and it continued to be received and paid out in ordinary business transactions as usual. November 19th, the discount ran up to 10 per cent. discount, with comparatively but few buyers, and then settling down to eight per cent. discount for a short time. The great demand for converting Western occasioned a rise to two per cent. in exchange, but in January it fell to one per cent., at which figure it remained steady throughout the entire year.—From an early period in December to 25th March, Western improved after frequent changes, going from eight to five discount. April 4th, forty-two Wisconsin banks were thrown out at Chicago, which produced a new phase, another classification being necessary. April 18th, there were few buyers, western being nominally 60 discount, except the issues of a very few banks, known as the "Railroad List," which were held here at 15 @ 20 discount. In June, western went out of sight entirely as a circulating medium, although some of it continued in the hands of victims who were, and perhaps still are, hoping against hope for some lucky turn in affairs.

Our former poor currency was soon succeeded by the issues of the banks of the neighboring States and Canada. Our merchants have borrowed directly from some of the Canada banks, a process which has been attended with some difficulty on account of

the rate of exchange, which has most of the time ranged from one to two per cent. for Canada. By law, the Canada banks are permitted to pay out sovereigns at \$4.86½, so that when sterling exchange was below par, the value of sovereigns, (which is in a slight degree arbitrary) depreciated to the extent of one and a half per cent. Exchange has latterly advanced, and at this writing commands a premium of one and a half to two per cent., which has, of course, nominally enhanced the value of sovereigns, so that no loss is incurred in receiving them, and exchange on Canada money has fallen to ½ per cent. premium.

Some partial feeling has at times been manifested on the subject of Canada money, but we have so recently witnessed the disastrous effects of a currency panic, that the sentiment of our business public has been generally adverse to anything tending to reproduce a visitation of the kind. We are assured that the public can rely implicitly on the soundness of these banks, and we therefore can see no good cause why it is not best, under the circumstances, to permit them to occupy the field.

Late in May, our money market, although rather stringent, began to assume if anything a more cheerful aspect. Exchange was close, but the supply and demand worked well together. About this juncture considerable exchange was made by mining drafts. At periods when no exchange is drawn in favor of our agricultural products, our resources are so varied that there is sure of being something to our credit.

The first week in June, the paper of the Pittsburg banks, excepting that of the Bank of Pittsburg, fell in this market to three per cent. discount, but, notwithstanding their temporary suspension, there was at no time the slightest cause to doubt the entire solvency of those institutions. Pennsylvania presents in some respects a parallel case with Michigan, her leading interests, particularly that of iron, serving to constitute a grand basis of financial credit, but, unlike Michigan, she has not unwisely thrown away her advantages, and depended upon other States for a circulating medium, shouldering all the burdens and deriving none of the benefits of banking. The discount gradually drove away Pennsylvania money, or most of it, from among us.

About the last of August, the East began to experience a decided revival, both as respects its manufactures and commerce, a reaction in which the West, with its overflowing granaries, could but feel a lively interest. Everything at the monetary center of the country seemed to indicate prosperity. The foreign demand for breadstuffs was active and

buoyant, and as our importations continued very light, we began drawing heavy balances in gold, while the successful negotiations of Government with the Banks imparted confidence to the whole country, and the borrowing of one hundred and fifty millions and diffusing it, created activity in all the channels of trade.

Throughout the rest of the season business continued to work smoothly and satisfactorily. Produce moved forward at a rate that seemed almost fabulous, imparting great ease to the money market, and producing all its legitimate consequences. The scarcity of tonnage was some drawback to business. Every vessel capable of carrying grain was brought into requisition, but there were not enough bottoms to supply the demand for the ports of lakes Erie and Ontario. On the New York canals the pressure was so great that in some instances breadstuffs were displaced by other freight crowding forward to market, much of it for Europe.

Of the first \$50,000,000 instalment of the loan taken by the banks of the three great Atlantic cities, the public absorbed just one-half up to the date of taking the second. The banks made no effort to dispose of the amounts taken by them, as the high rate of interest made the loan a most desirable security to hold in the falling off in the ordinary line of discounts. The patriotic course of the banks redounded directly to their own advantage, they being greatly strengthened by the impulse which their action gave to the business of the country. The specie line of the banks of New York, Philadelphia and Boston has suffered no reduction; the expenditures of Government, like those of any other borrower, come round again in due course into their vaults. The additions to the coin of the country from abroad and from California are estimated this year at \$100,000,000.

It is beginning to be a matter of doubt whether the loss of Southern trade has been on the whole much of a disadvantage in a dollar and cent point of view. The chief effect of the former large shipments of cotton and tobacco was to stimulate enormous imports, draining the North of specie, which went to the credit of the South. As has been happily said, our large exports of breadstuffs, meats, &c., unlike those of cotton and tobacco, are our own, and the proceeds go to enrich ourselves. The prime cause of the stringency at the inauguration of the rebellion, was not so much due to the loss of southern trade as to the loss of the debts due from the South. We have within ourselves every element of prosperity that can be desired, and to a greater degree than was ever before vouchsafed to mankind. If

the process of crushing out the rebellion imposes a heavy debt upon us, our ability to liquidate that debt must not be gauged by the ability of the over-taxed millions of Europe to meet the demands which their masters make upon them.

While large disbursements of capital make an easy money market, pay day is sure to come, when the opposite effect is a natural consequence. It is possible, perhaps probable, that should our indebtedness be increased to a very heavy amount, a party will spring up who will advocate a permanent public debt, as an efficient means of strengthening our government by giving capitalists a direct interest in its stability, as is the case with Great Britain. It is plain to see, in such an event that the proposition will be earnestly combated by a large share of our people, who have a traditional hatred of a public debt, and who will scout the idea that such a glorious government cannot stand upon its own intrinsic merits.

#### Flour.

Our market for flour twelve months ago opened very dull, but the supposition seemed well founded that the incoming year was to be characterized by a satisfactory and prosperous trade. The realization would have been peculiarly grateful to Michigan, with her large wheat crop, her superior facilities for its manufacture, in which an immense amount is invested, and her unrivaled shipping advantages. It was believed that large supplies would be required for Europe, and it was presumed that, as a necessary consequence, the market would assume and preserve some degree of buoyancy. But, although the first supposition proved correct, it is somewhat anomalous that the hopes based thereon should in the sequel be disappointed. If the fact had not long ago been confessed, the events of the past year would of themselves be amply sufficient to demonstrate the futility of all attempts at the exercise of prescience in commercial affairs. Not only have unlooked for contingencies conspired to depress the market, but a prejudicial influence has been exerted by causes naturally supposed to be productive of the very opposite results. In some previous years, when not a tithe of this year's exports was sent abroad, the market has derived great buoyancy from a speculative feeling, and in 1859 speculation ran wild on the strength of an advance abroad, although New York prices exceeded those in Liverpool by a dollar a barrel. The different state of things this year was owing in part to a general lack of confidence in speculations that depended solely on future developments, but probably still more to our large crops, upon which the foreign shipments, large as they



were, seemed to make but little impression.

The receipts of flour and the sources of supply for the past year are as follows:

By Michigan Central R. R. bbls.....	873,726
By Detroit and Milwaukee R. R.....	363,618
By Detroit and Toledo R. R.....	68,347
By Great Western Railway.....	608
By Grand Trunk Railway.....	1,946
Coastwise.....	5,385
Canada, by sail.....	1,281
<b>Total imports.....</b>	<b>1,306,104</b>
By teams, estimated.....	15,000
Manufactured by city mills.....	43,500
<b>Total supply.....</b>	<b>1,363,604</b>

The shipments are as follows:

Through by M. C. R. R. and lake.....	446,807
Through by M. C. R. R. and G. W. R.....	228,250
Through by M. C. R. R. and G. T. R.....	28,943
Through by D. & M. R. R. and G. W. R.....	1,110,778
Through by D. & T. R. R. and G. W. R.....	90,529
Through by D. & T. R. R. and G. T. R.....	12,421
Through by D. & T. R. R. and lake.....	80
Through by D. & M. R. R. and G. T. R.....	80,214
Through by D. & M. R. R. and lake.....	60,612-1,004,906
Local shipments by lake.....	321,646
do do by G. W. R.....	20,218
do do by G. T. R.....	12,423
do do by D. & T. R. R.....	1,067- 258,383
	<b>1,361,250</b>
Consumed and on hand.....	118,316
<b>Total disposition.....</b>	<b>1,363,604</b>

Monthly Receipts and Shipments for two years.

	1861.		1860.	
	Receipts	Shipments	Receipts	Shipments
January.....	55,084	73,274	78,830	14,749
February.....	58,070	51,947	17,240	8,736
March.....	50,498	43,960	38,240	33,909
April.....	72,904	34,986	46,800	52,400
May.....	32,245	80,774	27,888	28,660
June.....	81,519	78,176	29,298	31,223
July.....	48,818	49,278	19,267	20,023
August.....	77,081	95,751	95,744	54,508
September.....	203,657	190,487	18,056	153,124
October.....	24,807	243,080	217,787	196,173
November.....	24,833	183,448	183,161	152,852
December.....	44,788	108,099	59,990	41,306

The receipts and shipments of flour for the past five years are as follows:

	Receipts		Shipments	
	bbls.	bbls.	bbls.	bbls.
1857.....	482,192	479,180		
1858.....	524,287	508,917		
1859.....	675,940	478,918		
1860.....	463,175	509,519		
1861.....	1,321,140	1,261,359		

Such of our mills as are located in white wheat sections, have, as a general thing, done as much as last year, and as the character of their flour has secured regular buyers, they have steadily received remunerating returns, but the establishments which have to depend upon the manufacture of red wheat, have turned out comparatively very little. This is owing to the fact that most of the time red wheat brought so much better rates, proportionately than white, that the millers turned speculators, and sold their stock in preference to the less profitable and more uncertain process of converting it into flour. The cause of the relatively higher market value of red wheat, was doubtless owing in a degree to its being required, by reason of its superior strength, to mix with the weak grain harvested in France. At least, it was largely used for that purpose in England the year previous, when the English crop was inferior.

The peculiar strength of our winter red western wheat has been known and appreciated in Great Britain for several years past, and its reputation may now be regarded as firmly established. When there is good cause to expect a foreign demand, our farmers should not fail to take advantage of the fact, and seed a large breadth with this excellent description of grain.

Some few red wheat mills in this State and Northern Indiana, which have established a good reputation, have doubtless driven a very flourishing trade, but these are exceptional cases, the manufactured article being generally dull in comparison with the raw material. Foreign buyers persisted in confining their views to low figures, and receivers sold at the ruling prices rather than accumulate large stocks, in which they no doubt acted wisely.

In the early part of the year there was but little to relieve the monotony of our market. There was no shipping margin for purchasers, and consequently very little demand. There were buyers throughout the entire season, or nearly so; but their figures were generally below first cost, and, and the occasional lots disposed of amounted to little more than forced sales. About the first of January, having only a moderate stock, we felt the effect of a slight advance at the East, yet at the same time some three or four thousand barrels might have been bought here at \$4.50@4.75 for fair to good extras, which was a mere shade above the price at which the market had ruled steadily through the preceding month. Immediately after New Year's farmers commenced bringing in a little wheat to the millers, who were encouraged by the steady feeling to recommence manufacturing to some extent. Towards the middle of January our local receipts of flour were on the ascending scale, although it was evident that we were then in no imminent danger of a glut. In fact, farmers were indifferent about selling, confidence in prices seeming to possess the minds of all. Throughout January, buyers' figures ranged mostly from \$4.37½ to \$4.50 for extras, with some few large sales. From the 26th until the second week in February, there was excellent sleighing, and the season was one of the best for business ever known, yet everything was remarkably dull, farmers in Michigan, Indiana and Ohio, being disposed to hold back until after seeding, while in Canada deliveries were quite large. From this time until the meeting of the Board of Trade, early in April, the market was nominally unchanged.

About the middle of May a decided improvement and better demand sprung up, mainly owing to the cutting off of the sup-

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piles of choice Southern flour, that formerly found its way into the Eastern markets, particularly Boston. Rates advanced 37½@50c for extra and superior, over those prevailing the first of the month. This buoyancy only continued a short period, but while it lasted it was regarded by many as the precursor of a still more material advance, and accordingly retailers purchased liberal stocks. About the middle of June complete stagnation overtook the market, a state in which it continued with little variation until after harvest. On the 20th June, the steamer brought news of a decline in the English breadstuffs market, the effect of a crisis originating from the troubles on this side of the water. Buying comparatively almost literally nothing from her, her sterling bills, so eagerly sought for at a high premium, when the balance of trade was in her favor, now became a drug, whose only office was to draw gold from her to pay for our breadstuffs. During the month of July nothing transpired worthy of note. Between the 7th and 10th August, a few sales of new flour were made, the samples attracting great interest on account of their superior quality. Throughout August and September, the market fully maintained its character for dullness. The trade in wheat monopolized the attention of our operators, no confidence being felt in the permanency of prices. To crown all, the demand for the up country proved much lighter than usual. In some important points in the lumber regions, about enough wheat for the supply of the local demand was harvested. The depression in the lumber trade has also operated against the trade, and some of our river towns have imported flour from Canada.

During the fore part of September there was no inquiry, except from dealers who knew where to place their purchases at once, while at the same time millers in the interior were doing so little that our current local receipts were exceedingly light. With the approach of the fall trade, there was a rather better inquiry for the upper country, but the business assumed no animation, and although prices rather stiffened up a little, it was owing more to the scanty stock than to any other cause. About the middle of September some little export inquiry began to manifest itself, but up to about the last of the month very little had been done on that account. About the first of October a new and brighter era dawned upon the trade. A decided improvement in prices took place, with a very good demand, which continued until the close of navigation, and a degree of buoyancy prevailed that presented a striking and gratifying contrast with the almost uninterrupted stagnation of the rest of the year. This was owing almost entirely to the requirements for

the New England trade. The first week in October some 3,000 barrels were taken for that market, and from that time forward all good brands not held at extreme figures were promptly taken, some purchases of considerable lots being made after the close, and forwarded by rail. Numerous mills which had been in a state of suspension, started once more into activity, encouraged by the new turn in affairs.

We did comparatively little with New England in 1860, and that little was not calculated to tell in our favor, owing to the inferior character of our wheat that year. Furthermore, the crops of cereals, especially wheat and corn, were never so large in New England as in 1860. This abundance was this year followed by a light crop, and the attention of buyers for that market was soon attracted hither by the superb character of our Michigan wheat, in reference to which those amply qualified to form an opinion pronounce our crop of 1861 the best raised in the world:

Among the buyers we were happy to note one or two heavy ones from Portland.— There is no good cause why our trade with important place should not rapidly grow to great importance, mutually beneficial to both cities. We have in great abundance all of the leading staples which she requires for sustaining the population of the region looking to her as a market, while she is a factor for many leading articles which we are daily deriving from the seaboard, especially molasses and dried fish. An arrangement could be effected without difficulty by which we could pay here for all the products received from her, by which means exchange would be saved.

The following table exhibits the prices for single extra flours in our market twice a month during the year, the inside figure being the average price of red, and the outside figure for that of white extras.

The following will show the current rates for extra flour in this market twice a month, during the year 1860:

Jan. 1st.....	4 37@4 62	July 1st.....	4 37@4 57
Jan. 15th.....	4 25@4 50	July 15th.....	4 25@4 70
Feb. 1st.....	4 37@4 62	August 1st.....	3 57@4 35
Feb. 15th.....	4 37@4 62	August 15th.....	3 57@4 12
March 1st.....	4 37@4 62	Sep. 1st.....	3 87@4 12
March 15th.....	4 37@4 62	Sep. 15th.....	4 00@4 37
April 1st.....	4 37@4 75	Oct. 1st.....	4 37@4 62
April 15th.....	4 50@4 87	Oct. 15th.....	4 37@4 62
May 1st.....	4 50@4 87	Nov. 1st.....	4 37@4 62
May 15th.....	4 75@5 12	Nov. 15th.....	4 50@4 87
June 1st.....	4 62@5 00	Dec. 1st.....	4 60@4 87
June 15th.....	4 50@4 87	Dec. 15th.....	4 37@4 75

AVERAGE PRICE OF EXTRA WHITE WHEAT FLOUR IN DETROIT FOR THREE YEARS.

1860	5.84
1861	5.27
1861	4.66

Inasmuch as the relation of our market for flour to that of New York is of a somewhat anomalous nature, we include a brief resume

of the condition of the latter. The market opened pretty firm at the beginning of the year, but inside of ten days the increased firmness on ocean freights and liberal receipts induced more disposition to realize. The stock was only 671,000 bbls., say 250,000 barrels less than the year before, but unfavorable news from Europe was looked for, which neutralized the influence this diminution would otherwise have had. At the close of the month there was a fair enquiry, but with still another advance in ocean freights and unfavorable foreign news, prices were lower and irregular. The leading features of February were still higher freights and a rapid decline in sterling exchange. In March, there was a still further decline abroad, which, before the close, was more than recovered, so far as good qualities were concerned, and freights being a little easier, prices about the 1st of April improved, with fair export demand. Between this period, however, and the last of May, owing to high freights and the continued difficulty in negotiating sterling exchange, the market was generally dull but tended by no important fluctuations.—The fore part of June, there was considerable activity for export, particularly for low grades, which were pressed on the market at an abatement. The latter part of the month there was a still further decline, which was taken advantage of by shippers to fill their orders, and a large business was done. About the first week in June, owing to very unfavorable English news, rates declined 30@40c., which induced considerable speculative demand. At this time the lowest prices were accepted ever known in New York, viz: 8.25 for superfine, and 3.75 for extra. The next Great Eastern arrived soon after with a shade better news, but heavy receipts counterbalanced its effect. The first week in August was attended with the first real buoyancy for a long period.—Although the news were less favorable from England, it became evident that a large amount of breadstuffs would be required for France, to supply the great deficiency there. About the same time freights declined, and an advance of 10@20c. was established. The market maintained its buoyancy throughout September, chiefly sustained by the French demand, the English orders being below the current rates, with some little irregularity on account of freights. Near the close of the month the market became excited on account of the French news, but owing to a rise in freights and the throwing of considerable unsound flour upon the market, business was restricted. Of 78,000 bbls. exported October 3d, less than 20,000 bbls. was for Great Britain. The last of October, the demand for the British market received a still further check by another rise in freights.

### Wheat.

The year 1861 opened with a very despondent feeling with respect to trade, owing to the political troubles which were beginning to convulse the country, and the consequent panic in the money market. At the outset, the wheat market, in common with every other department of business, felt the depressing influence of those troubles. The lights of experience were wanting in determining the probably final issue, and wheat buyers, in common with other dealers, were wholly at sea, and for a short time it could be said that there was almost literally no market for wheat in Detroit. There was, however, so little offering that no embarrassment was felt so far as the fact itself was concerned. Sellers were as willing as buyers to await further developments. Our market recovered its tone in the latter part of January, when prices at New York attained nearly as high a point as before the panic, and the rates here continued correspondingly fair, with a good feeling, until the inauguration of civil war by the fall of Sumter, when another stringency in the money market supervened, together with a general derangement of business, causing a considerable decline, with a very dull feeling. The decline here was 7 cents per bushel. From that period until harvest, no striking features were developed, and no great fluctuations occurred; although from the middle of May to the latter part of June, the market more than recovered, both in tone and price. This was owing to the foreign demand, which, in spite of the almost constantly varying phases it assumed, was steady and generally active throughout the entire year, or at least nearly so. Early in June, unfavorable news from England, coupled with heavy arrivals at the sea-board, flattened the market, followed by a decline which continued by regular stages until the first week of August, when it once more assumed a very buoyant tone owing to the demand for France. Prices opened very moderately after harvest, the prevailing impression being that in consequence of the large crop, with a heavier stock of old wheat left over than usual, prices throughout the fall would rule rather low. But the French demand proving greater than had been anticipated, coupled with a fair demand for England, (whose breadstuffs market had itself stiffened up in consequence of the French demand) prices gradually improved and continued good, with some fluctuations, up to the close of navigation, with an active demand.

The French have been in our market in former years, but never before for so long a time, nor to so great an extent. The French duties were, in the first place, rendered

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merely nominal by special decree of the Emperor, and the low prices in this country, superinduced by our enormous crops, led their buyers to seek our market. Had our prices been higher, at least considerably so, they would doubtless have sought other countries for their entire supplies.

The crop was harvested in superb condition, and the berry was in pleasing contrast with the shrivelled product of the previous year. Its superior quality attracted great attention wherever introduced. The opening rates on the street were 82c. for red, and 86 for white. While it was soon ascertained that the quality of the red was almost unvaryingly good, it was found necessary to exercise considerable discrimination as regarded white, in consequence of its rather variable quality. The proportion of white wheat was larger than last year, both in Michigan and elsewhere, which, coupled with the fact that the foreign demand was chiefly for spring and red winter, made red the favorite article of traffic, its price ruling relatively much the highest during the most of the season.

Simultaneous with the improvement at the seaboard, to which we have already referred, a number of buyers from elsewhere made their appearance in our market, whose movements gave rise to a warm competition, prices on the street not unfrequently running up to a figure above that paid for lots free on board. On 'Change the utmost buoyancy generally prevailed, and the sales were the largest ever known. A large amount was taken by Canada buyers, but doubtless most of it ultimately found its way to Europe.

One of the most prominent commercial features of the year has been the great and rapid advance in lake and railroad freights during the latter part of the season. This has taken largely off the price of wheat as well as of all other products seeking an outlet to market, at times preventing a rise in prices here to correspond with advances at New York. It has been simply taking so much from the pockets of the farmers and transferring it to the coffers of the Transportation Companies. This of course operates very onerously upon the producer, albeit, in strict accordance with the law of supply and demand. Were produce scarce and freighting facilities overabundant, prices of transportation would be at a very low figure, as railroad stockholders and owners of vessels know from experience. But the past season the tables were turned. Our exhibit of receipts and shipments will convey an idea of the enormous amount of eastern bound freight. A parallel was never before witnessed. The vigilance of Railroad Superintendents has been constantly taxed to prevent a dead-lock; lake transportation companies have been utterly unable to accom-

modate the business pressing upon them, and have given up in despair in some instances, and actually begged their customers, by special notification, to send them no more freight.

Since the close of navigation, but little has been done. Prices ruling a little below the average during the fall, farmers have not been very anxious to sell, and the bad condition of the roads in the interior has tended to check business. But there is considerable wheat in first hands in this State, much more than usual at this season of the year.

To sum up, we should say that this has been quite a fair year for operators, but still not so good as many suppose. Before harvest everything was unsettled and uncertain, and since harvest, there has been very little margin between country and city. The business could not well have been closer, the market leading off only a few cents higher than the opening figures. The season has certainly been a good one for buyers compared with 1860, when prices went steadily downward after the grain had left the producers' hands. A few, and comparatively speaking only a very few, having the means to purchase when the market was at its lowest, have reaped golden harvests this year, but the most that can be said is that they have been lucky.

We are glad to be able to state that the want of storage facilities, which has at times been a great drawback to business, is an evil that will be no longer felt. A spacious elevator has been erected at the Milwaukee Railway, and two other good elevators have been projected and completed during the year.— Our facilities for storage and shipment now begin to be in keeping with the position of our city as the metropolis of one of the most important grain-growing States of the Union. Other important enterprises of the same character are in contemplation, and will ere long be consummated.

We have been at considerable trouble to enable our readers to form an adequate idea of the true character of Michigan wheat, and with this view have obtained a complete summary of the amount inspected during this year with the respective grades. It will be seen that the result is highly creditable to the character of last year's crop. The respective amounts foot up as follows:

Grade.	bushels.	
Extra white . . . . .	3,000	
No. 1 white, . . . . .	549,133	
No. 2 white, . . . . .	100,913	
Rejected white,	7,050	
	<hr/>	660,096
Total white, . . . . .	533,100	
No. 1 red, . . . . .	140,213	
No. 2 red, . . . . .	61,622	
Rejected red, . . . . .		
	<hr/>	731,935
Total red, . . . . .		731,935
Total amount inspected, . . . . .		1,392,031



The receipts of wheat the past year, and the sources of supply, are as follows:

By M. O. R. R., bu.	1,610,318
By D. and M. R. R., bu.	717,739
By T. and T. R. R., bu.	120,147
By G. W. R'y, bu.	414
By G. T. R'y, bu.	4,012
Coastwise, bu.	1,263
From Canadian ports, bu.	51,234
By teams, estimated.	600,000
<b>Total.</b>	<b>3,005,111</b>

The shipments are:

Through by M. O. R. R. and Lake, bu.	233,617
.. M. O. R. R. and G. W. R'y, bu.	56,715
.. M. O. R. R. and G. T. R'y, bu.	4,128
.. D. and M. R. R. and G. W. R'y.	37,016
.. D. and M. R. R. and Lake, bu.	13,892
.. D. and M. R. R. and G. T. R'y.	5,101
.. D. and T. R. R. and G. W. R'y.	3,523
.. D. and T. R. R. and G. T. R'y.	47,098
Local by G. T. R'y, bu.	380,089
.. G. W. R'y, bu.	71
.. D. and T. R. R., bu.	2,055
.. Lake, bu.	2,321,380
	<b>2,324,978</b>
<b>Total shipments.</b>	<b>2,765,067</b>
Ground by city mills.	191,000
Increase of stock on hand.	108,044
<b>Total disposition.</b>	<b>3,005,111</b>

RECEIPTS AND SHIPMENTS MONTHLY FOR TWO YEARS.

	1861.		1860.	
	Receipts.	Ship'ts.	Receipts.	Ship'ts.
January	70,690	49,360	17,627	133
February	36,974	12,645	19,901	850
March	38,658	23,918	33,294	1,153
April	60,229	104,725	79,723	55,024
May	85,706	94,546	69,067	108,901
June	206,255	269,283	21,893	72,741
July	53,681	70,614	63,604	40,490
August	214,818	226,268	318,782	252,681
September	549,817	541,513	374,418	371,834
October	885,891	976,817	209,541	498,644
November	245,780	386,210	195,230	198,007
December	46,722	8,171	12,221	10,576

[In our monthly tables the receipts by teams are not included.]

The wheat crops of 1859 and 1860 having turned out well, and being free from the assaults of the fly, the farmers were induced to sow a large breadth of land with this grain in the fall of 1860 so that the wheat harvest of 1861 was larger than usual, although not so productive as that of the preceding year. From the plumpness and evenness of the grain, it could not have suffered much, if any, from the attack of the weevil, so that the deficiency in acreable produce must be caused by the excessive drought of the summer. The harvest-weather was favorable, and a large part of the crop was secured in good condition; a considerable portion, however, was stacked in the fields in so careless a manner that the heavy rain which fell shortly after the crop was reaped, penetrated to the heart of the stacks and did much damage by causing the grain to sprout.

Sometimes it is necessary to keep wheat in the field in order to permit the grain and straw to become dry and fit for removal to the barn, and while undergoing the process, it is very often overtaken by rain and considerably damaged. Every farmer does not own a barn capacious enough for the storage of a large crop of wheat, and it therefore becomes necessary to stock in the field or

haggard. This work being too often performed in a careless or slovenly manner, a heavy shower penetrates the stocks to the centre, and both grain and straw receive damage. Michigan is celebrated for producing excellent wheat, and if the grain were properly managed in the harvesting, and cleaning for the market, its superiority over the produce of other States would be more apparent, but too many of our farmers are attached to old customs.

The wheat fly, which destroyed the wheat crop of the United States and Canada for several years in succession, disappeared most mysteriously after the memorable frost of the night of July 4th, 1859, and for the three harvests the crop has been good, and the flour made from it of excellent quality. The harvests in great Britain and France have been unfavorable for the last two years, consequently the stocks of breadstuffs in those countries have been nearly run out.—In the fall and winter of 1861 more grain and flour have been shipped to European ports from the U. S. than the aggregate shipments of the six preceding years amount to.

The *Mark Lane Express*, which is one of the most reliable journals in Europe, estimates the deficiency of the grain crops of Great Britain and France to amount to 144,000,000 of bushels, and it is certain that the crops in other European countries are also short, and large importations will be required to make up their deficiency. Even when favored with a bountiful harvest, England can not feed her dense manufacturing population without large imports of foreign breadstuffs, a considerable part of the supply being generally obtained from France. The harvest in the latter country has been so deficient this year, that instead of exporting grain and flour, she will require about 80,000,000 bushels of wheat to make up the deficiency in her own harvest. The causes of the present most extraordinary demand for American breadstuffs are easily accounted for.

The failure of the potato crop in Ireland will have a very great effect, not only in keeping up, but increasing the British demand for our surplus wheat and corn, so that there is scarcely any prospect that the exportations from this country to Europe will cease until the produce of 1862 will be available in Great Britain and France. It is fortunate that there is at present an almost inexhaustible stock of wheat and flour in the Northern States, so that although the Southern trade is completely cut off, and the great Southern staple locked up by the blockade, the commercial prospects of the principal part of the nation was never greater than at present. The land teems with plenty. The 700,000 men who have enrolled themselves under the national banner have an abundance of the best food.

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It is evident that agriculture is the granite rock which underlies the prosperity of the nation, and upon which all other sources of national or individual wealth depend. European nations may be jealous of the growing greatness of the United States, and they may wish to see it broken up into fragments, but they nevertheless hope to derive some benefit from the agricultural productions of each important fragment. The wheat and maize of the United States are now very acceptable to the statesmen of Great Britain and France, who no doubt feel the ground shaking beneath their feet with the faint murmurings of that tremendous volcano—discontented labor population. The wheat, corn, and pork of the Northern States are a good set off to the cotton, rice and tobacco of the South. The former are indispensable—they must be procured somewhere—the latter may be superseded by other products, and in some cases dispensed with altogether. France and England are competitors this year in the American grain market, and the price of breadstuffs in this country is enhanced by the simultaneous demands of those two nations for food to make up the deficiency of their harvests.—Neither of these countries, even with prosperous harvests, can raise enough grain to feed their own population, so that when their harvests fail, the quantities of foreign breadstuffs required by them are enormous.

For the last two or three years estimates have been formed of the number of bushels of wheat raised in this State, and although they have been founded upon data received from nearly all the millers and grain merchants of Michigan, some persons have considered them too high. If the crop of 1860 amounted to twelve millions of bushels, as it is said, that of 1861 amounted to even greater; for on no former year have the railroads been so embarrassed for means of transportation for the immense quantities of wheat and flour that have been pouring in upon them in all directions since the end of harvest up to the present day. It is said that the acreable produce of the crop of 1861 is not as good in general as it was in 1860, but the increased breadth of land sown will more than make up for the deficiency, even if we admit that such has been the case—a matter which is by no means certain.

It will be seen by the summary of inspection, that Michigan wheat of 1861 seems to be principally "No. 1" white and "No. 1" red. There is also a considerable quantity of "No. 2" white and "No. 2" red, and some "rejected" red. It appears that European buyers are anxious to import the wheat unground, that their own millers may derive profit from manufacturing the flour and disposing of the bran and other offal, and on this account a cry has been raised in the British and French markets that American flour is seldom equal to the sample; that the produce of red

wheat is sometimes sold for white, &c. These reports should be taken for what they are worth, and it should be borne in mind that in 1845, when Sir Robert Peel brought forward his memorable project for the repeal of the Corn Laws and the opening of the British Ports to Free Trade, the British and Irish millers organized a formidable opposition to the introduction of foreign flour, and made representations to the Government of the propriety of introducing wheat to the exclusion of flour, and they showed that so much employment would be given, and so much profit derived from the bran, &c., that they made considerable impression on the eminent statesman we have named. Judging from the large shipments of wheat to Europe this year, it would seem that the European manufacturers have partially succeeded in giving the American article a "bad name."

The breadth of land sown with wheat last fall, was large, much larger than in 1860; indeed, it is evident that farmers are annually increasing the number of acres of wheat since the crop began to improve. The owner of a thrashing machine in Wayne county informs us that in 1860 he threshed about 2,000 bushels of wheat, and that in about the same extent of country in 1861, he threshed 7,500 bushels, and from the number of acres sown with wheat last fall, he estimates that if the next harvest be prosperous, there will be a great increase in the number of bushels in the same district, and all over the State next harvest. Very little white wheat is raised in Wayne county. The Mediterranean appears to be a favorite in this locality.

The market at New York was essentially under the same influences throughout the season as those which gave tone to the market for flour. At the beginning of the year exports were large, both of wheat and corn, all for the English market. Shipments continued active, with only temporary interruptions, but owing to freights being generally on the ascending scale, and to the difficulty constantly experienced by buyers in negotiating exchange, prices were restrained. The market was also influenced at times after harvest, by the unparalleled amounts arising from the West, while detention by a break in the canal not unfrequently produced a firmer feeling, even although it was perfectly understood that the difficulty was only temporary, and that the supply was inexhaustible. Before the arrival of the French buyers, the market was exceedingly sensitive, and many ups and downs were occasioned by the pulsations of the Liverpool Corn Exchange. Before the middle of July the splendid new crops had the effect to bring out large stores of flour and wheat, and purchases were brisk at a concession of 6@10c for France and Great Britain, mainly the latter. The first and second weeks in August, great buoyancy prevailed, owing to favorable French news, and a rapid decline in freights, and prices greatly improved under orders beyond the stock. The new crop began to arrive, and its superior character was commented upon with no little enthusiasm. The second week in September advices were received of the free admission of wheat and corn into France, but freights to the Continent advanced, checking exports somewhat. About the middle of the month an improvement in Exchange tended to stimulate the market, but the effect was coun-

terbalanced by large receipts and a scarcity of vessels. In England in September, notwithstanding favorable accounts of the crops, an advance obtained, owing to the demand for France, large amounts being taken for that country in the British and Russian markets. The last of October the demand for the Continent began to exhibit strong symptoms of abatement, enough to supply temporary wants having been secured, but there was an improved inquiry for Great Britain.

The following table gives the range of prices during the past year, the first figures representing red, and the others white, both free on board:

Jan. 1st 102	105@112	July 1st. 92@ 93	98@ 98
Jan. 15th. 101@102	105@112	July 15th 94@ 95	98@ 99
Feb. 1st. 100@101	105@110	Aug. 1st. 90@ 92	100@102
Feb. 15th. 102	105@112	Aug. 15th (new) 90	85
Mar. on 1st 102	105@112	Sept. 1st. 84	94
March 15th 102	105@112	Sept. 15th. 92	100
April 1st. 105	106@115	Oct. 1st. 93	104
April 15th 105	106@115	Oct. 15th. 93	104
May 1st. 93	103@ 93	Nov. 1st. 95	106
May 15th. 100	105@118	Nov. 15th 96	105
June 1st. 105@106	110@121	Dec. 1st. 93	105
June 15th 104	110@118	Dec. 15th. 93	105

**AVERAGE PRICE OF WHITE WHEAT IN DETROIT FOR SEVEN YEARS.**

1855	75
1856	112
1857	128 1/2
1858	92
1859	125
1860	119
1861	106 1/2

**Corn.**

The receipts of corn and the sources of supply for the year are as follows:

By Michigan Central Railroad, bush.....	901,705
D. and T. R. R.....	80,994
D. and M. R. R.....	700
G. V. R.....	86
Coastwise.....	2,308
Canada ports.....	50,000
By teams.....	50,000
<b>Total.....</b>	<b>1,036,506</b>

The shipments are:—

Through by M. O. R. R. and G. W. R.....	26,141
" by M. O. R. R. and Lake.....	211,913
" by M. O. R. R. and G. T. R.....	15,871
" by D. and T. R. R. and G. T. R.....	3,850
Sold by G. T. R.....	5,650
" by Lake and G. W. R.....	725,876
<b>Total shipments.....</b>	<b>983,809</b>
Manufactured here.....	22,100
Local consumption.....	25,197
<b>Total.....</b>	<b>1,036,506</b>

**Monthly Receipts and Shipments for Two Years, 1861, 1860.**

	1861,		1860,	
	Receipts	Shipments	Receipts	Shipments
Jan.....	142,812	42,861	64,651	43,961
Feb.....	81,738	41,868	41,133	19,614
March.....	16,378	30,582	53,716	32,377
April.....	54,381	130,194	37,086	27,696
May.....	76,407	107,139	47,292	49,502
June.....	37,938	33,109	21,761	10,453
July.....	65,088	57,383	40,955	45,461
August.....	106,425	137,766	108,149	81,278
Sept.....	85,409	7,866	49,413	37,750
Oct.....	119,942	89,001	63,983	60,022
Nov.....	121,719	148,552	21,779	49,018
Dec.....	37,985	13,278	21,077	4,804

The receipts and shipments of corn for five years are as follows.

1857.....	447,319	259,639
1858.....	236,212	182,837
1859.....	408,065	132,457
1860.....	638,698	592,044
1861.....	1,036,506	983,809

The corn crop of 1861 was the largest that we have had for many years, the spring having been favorable for putting in the seed, and the price of pork for the few last years being remunerative to the farmer, a large breadth of land was prepared in the Spring and planted with corn. The summer and fall were favorable to the growth and maturation of crops; there were no early frosts to retard the growth of the plants or to interfere with the ripening of the grain, and the crop was harvested in excellent condition, the stalks being secured for fodder, a matter of very great importance to the farmers.— For several years the corn crop of the United States has been increasing rapidly, and it is probable that that of last fall has been the largest ever raised in this country. Even in the Southern States the breadth planted with corn has been much larger than usual, as the planters, anticipating the cutting off of the northern supply, raised corn on every available spot of land, even to the exclusion of cotton, so that if the war should terminate, and all obstructions to trade between the two great sections of the country be removed, a large Southern demand for corn need not be expected.

Although Michigan does not produce as much corn as some other States, the quality of that which she does raise is excellent for milling purposes, and commands a ready sale in the market. From the many facilities for shipping produce, which Detroit possesses, merchants annually send large quantities of corn to this point, to be distributed, not only in the lumber and mineral districts of Michigan, but also in various parts of Canada for the supply of distilleries. Considerable quantities are also shipped to Buffalo and other places. The crop of 1860 was large, and the sales up to Dec. 20, 1861, have been exclusively of old corn, and a considerable stock of it yet remains on hand. Very little corn has come from Indiana this year, but Illinois has contributed freely to the shipments from Detroit. The low price of pork at present will probably prevent farmers from feeding hogs, an incident which will throw large quantities of corn on the market next spring and summer.

The following table will show the price of corn in this market from store, deliverable in bags, twice in a month for the past year:

Jan. 1st.....	43	July 1st.....	33
Jan. 15th.....	39	July 15th.....	32
Feb. 1st.....	39	Aug. 1st.....	32
Feb. 15th.....	39	Aug. 15th.....	34
March 1st.....	39	Sept. 1st.....	33
March 15th.....	39	Sept. 15th.....	31
April 1st.....	38	Oct. 1st.....	30
April 15th.....	33	Oct. 15th.....	31
May 1st.....	37	Nov. 1st.....	33
May 15th.....	37	Nov. 15th.....	37
June 1st.....	36	Dec. 1st.....	35
June 15th.....	36	Dec. 15th (new).....	33

AVT  
1857  
1858  
1859  
1860  
1861

The receipts are as follows

By W. O. D. and G. W. Canada Teams

The total

Receipts year:

January, Feb. 1st, March, April, May, June

Receipts 1853, 1859, 1860, 1861

The great unfavorable State, and short. They be expected has been to Detroit is supplied Michigan corns consumed being brought Detroit and contributes a small supply places on are shipped cinnati and Cleveland, operations Peninsula, at Cincinnati on the price of the local trade sufficient to crop in Michigan and Illinois per cent. up

The following for oats, set

Jan. 1st  
Jan. 15th  
Feb. 1st  
Feb. 15th  
March 1st

**AVERAGE PRICE FOR FIVE YEARS.**

1867	79½c.
1868	61
1869	72
1880	49
1881	865-6

**Oats.**

The receipts of oats during the past year are as follows.

	Bushels.
By W. O. R. R.	277,076
" D. and M. R. R.	8,496
" D. and T. R. R.	523
" G. W. R'y.	478
" G. T. R'y.	988
" Canadian ports	6,470
" Teams, etc.	109,000

The total shipments by rail are, (bush.)	8,826
by lake	249,331
<b>Total</b>	<b>258,157</b>

Receipts and shipments monthly for the year:

Month	Rec'ts.	Ship'ts.	Month	Rec'ts.	Ship'ts.
January	11,406	1,446	July	22,962	3,913
February	6,487	1,185	August	29,701	34,422
March	1,187	11,068	September	52,623	42,020
April	729	35,784	October	55,482	36,234
May	23,742	44,516	November	44,516	61,030
June	25,531	26,624	December	6,610	50

Receipts and shipments for four years:

Year	Receipts.	Shipments.
1857	283,625	58,465
1859	173,664	24,816
1860	319,599	3,9205
1861	3,9986	253,157

The great drought of last summer had an unfavorable effect on the oat crop of the State, and in many places the straw was very short. The grain has been better than might be expected from stunted straw, and the yield has been tolerably good. The market of Detroit is supplied principally by teams and the Michigan Central Railroad; the bulk of the oats consumed in or shipped from the city being brought in by the latter route. The Detroit and Milwaukee Railroad also contributes a fair share, as well as other lines. A small supply is brought by steamboat from places on Lakes St. Clair and Huron. Oats are shipped from Detroit principally to Cincinnati and Lake Superior, Buffalo and Cleveland. The temporary suspension of operations at some of the mines of the Upper Peninsula, and the derangement of business at Cincinnati have had an unfavorable effect on the price of oats this year. The navigation of the Ohio and Mississippi being completely closed, and the Southern trade cut off, the local trade in the Detroit market was not sufficient to cause an advance in price. The crop in Michigan is much under the average, and in Illinois, Indiana and Wisconsin is 25 per cent. under that of last year.

The following will show the current prices for oats, semi-monthly, during the past year:

Jan. 1st	20@21	July 1st	20
Jan. 15th	20@31	July 15th	2@35
Feb. 1st	19@20	Aug. 1st	2@24
Feb. 15th	19@20	Aug. 15th	21
Mar. 1st	20	Sep. 1st	22
Mar. 15th	19@20	Sep. 15th	22

April 1st	19	Oct. 1st (new)	21
April 15th	19@20	Oct. 15th	22
May 1st	20@22	Nov. 1st	22
May 15th	22@23	Nov. 15th	22
June 1st	22@23	Dec. 1st	25
June 15th	20@21	Dec. 15th	23

The following is the average price of oats for six years:

1855	35 cents.
1857	44½ "
1858	32½ "
1859	42½ "
1860	29½ "
1861	21-1½ "

**Barley, Malt and Hops.**

The receipts of Barley for the past year are:

By M. C. R. R. bu..	12,404
D. and M. R. R.	18,634
D. and T. R. R.	848
G. W. R'y.	1,089
G. T. R'y.	1,086
From Canadian Ports.	25,788
<b>Total</b>	<b>59,784</b>

The shipments aggregate only 2,078 bushels, of which 1,694 bu. were to Cincinnati.

Month's Receipts for two Years.

Month	1861	1861	1860	1860
January	6,55	4,681	753	2,035
February	2,543	3,876	1,263	8,621
March	2,281	6,827	3,749	9,871
April	4,311	8,798	18,604	42,974
May	2,385	10,084	10,871	9,410
June	2,081	7,596	3,197	10,039

Barley this year did very well, but the breadth was considerably under that of 1860, and our receipts show a considerable falling off. The quality was variable, but rather an improvement over last year. The major part of it was well saved. Canadian barley, which has always been an important item of traffic in Detroit, has also shown a diminution this year, the crop being rather light on the Thames, the great barley region. The quality is good, probably about the same as last year.

It is estimated that the malt liquor trade hardly comes up to last year; certainly there has not at most been much increase. The ale turned out aggregates from 40,000 to 45,000 bbls.

The following exhibits the current rates per cwt. of good barley in our market semi-monthly during the past year:

Jan. 1st	1 00	July 1st	80@ 85
Jan. 15th	1 00	July 15th	80@ 85
Feb. 1st	1 00	Aug. 1st	80@ 85
Feb. 15th	1 00	Aug. 15th	80@ 85
March 1st	1 01	Sept. 1st	85@ 90
Mar. 15th	1 00	Sept. 15th	90@ 97
April 1st	1 00	Oct. 1st	95@ 1 05
April 15th	1 00@ 1 05	Oct. 15th	95@ 1 05
May 1st	1 00@ 1 05	Nov. 1st	1 00
May 15th	90@ 95	Nov. 15th	90@ 1 00
June 1st	85@ 90	Dec. 1st	85@ 1 00
June 15th	90@ 95	Dec. 15th	85@ 1 00

Average price for the year, 84½c.

Hops opened in September at 20@25c, but afterwards went down to 18@20c. Owing to the damage to the English crop, and consequent export of considerable quantities thither, the market afterwards advanced to the opening figures.

Malt has been steady at 80c nearly the

entire season. In November, however, it stood at 75c, the lowest point ever touched. Last spring one of our dealers shipped three cars of malt to New York, the first ever sent from Detroit.

**Rye.**

The receipts of rye for the year are—

By M. C. R. R.	5,830
" D. & M. R. R.	8,429
" D. & T. R. R.	2,452
" G. T. Rys	279
<b>Total</b>	<b>16,981</b>

The shipments aggregate 10,000 bushels.

*Monthly Shipments for two years:*

1861.	1860.	1861.	1860.
Jan., 1,409	July, 200	46	46
Feb., 124	AUG.,	241	241
March, 833	960	Sept., 2,389	927
April, 2,696	2,290	Oct., 653	3,050
May, 554	977	Nov., 1,200	1,787
June,	418	Dec.,	

Until 1860, the quantity raised in Michigan was not considerable, but last year several thousand bushels arrived in the city by the Detroit and Milwaukee Railway principally, but some was also received by teams. Last year there was a brisk demand in the Detroit market for rye for the supply of Cincinnati, and some distillers in Canada, also for the manufacture of bread for the German population of the city. Owing to the low price of 1860, less breadth was sown last year, but rye has gained a firm footing as one of the staple productions of Michigan.

The following exhibit, the current rates of rye in our market twice a month during the past year:

Jan. 1st.....	42	July 1st.....	44@45
Jan. 15th.....	42	July 15th.....	37½
Feb. 1st.....	44	Aug. 1st.....	37½
Feb. 15th.....	43@44	Aug. 15th.....	35@37½
March 1st.....	44@45	Sept. 1st.....	35@33
March 15th.....	44@45	Sept. 15th.....	37@33
April 1st.....	46	Oct. 1st.....	35@38
April 15th.....	46	Oct. 15th.....	35@38
May 1st.....	46@47	Nov. 1st.....	40@43
May 15th.....	48	Nov. 15th.....	40@42
June 1st.....	48@49	Dec. 1st.....	40@42
June 15th.....	44@46	Dec. 15th.....	40@42

Average price for the year, 42½c.

**Provisions.**

The hog crop this year will turn out enormous. It is estimated that Kentucky alone has got over half a million for market. All over the West the increase is large, and our own State presents no exception. Not only has feed been plenty and cheap, but the weather has been remarkably favorable for the production of pork; the summer was not too hot, and the winter thus far has been mild. The hogs sent here thus far from Southern Michigan will average about 240 lbs., whereas the former average has only been about 220. In quality there has also been a decided improvement.

Michigan is progressing steadily and rapidly in raising hogs, and before many years nothing but the want of capital can prevent Detroit from taking rank with Chicago and Milwaukee as a packing point. The number

packed last season was 10,000. The principal packers engaged at present are—

Peter Henkel, William Parker,  
Newberry & Co., F. B. Phelps,  
J. D. Standish.

A firm from Adrian have also been engaged this winter in packing.

The market opened this season under a combination of unfavorable circumstances. The large stock of old pork in the country—the high price of freight—the scarcity of packages—the high rates of salt—wars and rumors of wars—these all combined to keep down prices, and produce indifference among operators. But the low prices have finally induced men of capital to invest in mess pork, and considerable more activity prevails. We observe that in Cincinnati leading grocers are putting their spare capital into pork, and our own market has begun to be very favorably affected on the score of activity. Some of our packers have already cut as many as during the whole of last winter. At higher rates, the market would now be dull indeed, as our packers have heretofore relied to some extent upon realizing more or less from sales for consumption to help matters along during the season, for which there was only a slim prospect at the opening this year. The receipts by rail of dressed hogs from Nov. 1st to Dec. 25th this year were only 5,480, against about 12,000 last year. Since about Dec. 15th, they have, however, begun to move freely.

Up to 1859, we consumed more of hog products than we turned out, but since then the scale has begun to turn. Considerable of our lard, mess pork and shoulders are shipped east; the hams are mostly or wholly consumed here.

It is estimated that one thousand packing hogs this year will turn out about 27,500 lbs. lard, instead of 20,000 as heretofore, owing in part to their superior condition, and in part to the especial care taken by packers to turn all they can into lard, it being now the most profitable product, commanding 8@8½c in New York. The market for lard has been greatly stimulated by an excellent demand for Europe, Brazil and Cuba. We shipped about 500 bbls. lard east last season, and bought 100 bbls. in Chicago for the sake of investing Western money.

Within the last few years, an improvement in the breed of hogs has taken place, it having at last been discovered by our farmers that some breeds require less food than others in the fattening process.

About the middle of December a year ago, the market for dressed hogs went down to 5.00@5.25, it having ruled pretty steady the preceding month at 5.50@5.75. About Jan. 1st, owing to speculation, it went up to 5.50@5.60, and in two weeks more to 6.00@6.25.

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About the middle of February it slackened, closing at 5.50@5.75, just about where it opened. This season the market opened, Nov. 15th, at 4.00@4.25, but receded by Dec. 1st to 3.75, and closed for the year at 3.20@3.35.

Lard was steady for six months at about 10c, going in July and August to 9c, in September and October to 8½c, and in December to 7½c.

Sugar cured hams were pretty steady till Sept. 1st at an average of about 10c, since which they have ranged at 9@9½c.

The following table exhibits the current rates for mess pork in Detroit market twice a month for the year 1860:

January 1st	15 00	July 1st	15 00@16 00
15th	18 00	15th	15 50
February 1st	14 00@16 50	August 1st	14 00@15 00
15th	16 00@16 50	15th	14 00@15 00
March 1st	16 00@16 50	September 1st	14 00@14 50
15th	16 00@16 50	15th	14 00@14 50
April 1st	16 50	October 1st	14 00@14 50
15th	16 50	15th	14 50
May 1st	16 50	November 1st	14 50
15th	16 50	15th	12 90
June 1st	15 00@16 00	December 1st	10 00@11 00
15th	15 00@15 50	30th	10 00

**AVERAGE PRICE OF MESS PORK IN DETROIT FOR SIX YEARS.**

1856	\$18 75
1857	22 00
1858	16 25
1859	16 87
1860	17 90
1861	14 90

Of beeves about 2,200 have been packed this fall, nearly all for the army. The operations of the Messrs. Bigley comprise all that is done in this line, except a few straggling parcels. The price of beef was nominal most of the year at 8.50@9.00, closing at 8.00.

**Butter.**

The receipts of butter, and the sources of supply, have, this year, been as follows:

By M. C. R. R., lbs.	1,942,297
By D. and M. R. R., lbs.	1,143,131
By D. and T. R. R., lbs.	152,035
By G. W. R'wy, lbs.	3,061
By G. T. R'wy, lbs.	69,393
From Canadian ports, lbs.	13,650
<b>Total,</b>	<b>3,327,072</b>

**MONTHLY SHIPMENTS FOR THE YEAR.**

January, lbs.	158,823	July, lbs.	146,837
February, lbs.	131,975	August, lbs.	80,607
March, lbs.	129,936	September, lbs.	292,436
April, lbs.	113,712	October, lbs.	517,263
May, lbs.	213,696	November, lbs.	566,891
June, lbs.	294,505	December, lbs.	335,044

A very large quantity of butter has been made in Michigan in 1861, and the price has fluctuated considerable during the summer and fall. In June prime roll butter was sold as low as seven or eight cents per pound, and buyers could scarcely be found even at that price. Since that month there has been a gradual improvement in the price, on the 20th of December prime roll sold in a small way at 12c, and ordinary firkin at from 7 to 10 cents per pound. The principal error in the manufacture of butter in this State is the neg-

lect of pressing out and separating the butter-milk from the butter, and this causes the article to become rancid and discolored, and unfit for use much sooner than if sufficient care was exercised in the process of manufacture. A great deal of excellent butter is made in the State, but it must be admitted that many farmers are too careless in the manufacture of this important article. The greater part of the butter purchased in the Detroit market is sent to New York; a portion is sent to the Upper Peninsula, and this year a new market has been opened by our enterprising merchants, who have shipped large quantities to Liverpool.

During the fall, and up to this period, large shipments have been constantly pressing forward from all leading Western points. The New York market is dull, but a good outlet is found in the foreign demand.

The following exhibits the current range for firkin and roll butter twice a month during the past year:

Jan. 1st	11@13	July 1st	7@8
Jan. 15th	10@13	July 15th	6@8
Feb. 1st	10@12½	Aug. 1st	6@8
Feb. 15th	10@12½	Aug. 15th	6@9
March 1st	10@12½	Sept. 1st	7@10
March 15th	10@13	Sept. 15th	7@10
April 1st	12@14	Oct. 1st	7@10
April 15th	12@14	Oct. 15th	8@10
May 1st	11@14	Nov. 1st	8@11
May 15th	11@14	Nov. 15th	8@11
June 1st	9@11	Dec. 1st	8@11
July 1st	8@10	Dec. 15th	8@11

**AVERAGE PRICE OF BUTTER FOR SIX YEARS.**

1856	15c
1857	18½
1858	12
1859	15
1860	11½
1861	10

**Potatoes.**

The potato crop of 1861 was large in this State, and promised well until the heavy rains of the fall deluged the fields and caused the stems and tubers to rot rapidly. From the protracted drought of the summer and early fall, the soil was exceedingly dry, and when suddenly saturated with water, it became so warm that tender vegetables could not resist the fermentation which took place and decayed rapidly. It is well known that the rot is most destructive when great heat succeeds heavy rain, and it was doubtless this combination which, in a great measure, caused the destruction of the crop last fall. The Neshannocks appear to have received more damage this year than any other variety of potato, and as this has been the case almost every year that the rot has made its appearance, farmers may blame themselves if they plant such a tender variety. The potato crop of Michigan is generally of superior quality, and large quantities are exported to meet the demand in less favored States. Exportation generally ceases when the rot is prevalent, as buyers don't wish to incur the risk on

making investments in so perishable an article as potatoes tainted with disease. It has been remarked this year that potatoes which were planted early did not receive much damage from the rot, while the late crop was entirely destroyed, and as this fact has attracted attention in previous years, it is well worthy the attention of farmers. Early potatoes are generally superior to late kinds and the early planted crop much more profitable than that which is late. The price of potatoes ranged low in the early part of the fall, but when it was discovered that the bulk of the crop had been swept away an advance took place, which has been sustained up to the present, and it is probable that sound potatoes will command a high price in Spring.

The following will show the current rates for potatoes in our market semi monthly during the past year:

Jan. 1st.....	22@25	July 1st.....	18@25
Jan. 15th.....	22@25	July 15th.....	20@32
Feb. 1st.....	22@25	Aug. 1st.....	25@35
Feb. 15th.....	22@25	Aug. 15th.....	30@38
March 1st.....	20@25	Sept. 1st.....	25@30
March 15th.....	20@25	Sept. 15th.....	24@25
April 1st.....	17@25	Oct. 1st.....	18@22
April 15th.....	17@25	Oct. 15th.....	20@25
May 1st.....	15@25	Nov. 1st.....	25@32
May 15th.....	15@25	Nov. 15th.....	30@45
June 1st.....	25@50	Dec. 1st.....	10@45
June 15th.....	15@25	Dec. 15th.....	30@42

**Corn Meal**

The following table exhibits the market price of fine corn meal from a store semi monthly during the year:

Jan. 1st.....	87½	July 1st.....	75@80
Jan. 21.....	87½	July 15th.....	75
Feb. 1st.....	87½	Aug. 1st.....	81
Feb. 15th.....	87½	Aug. 15th.....	80
March 1st.....	87½	Sept. 1st.....	80
March 15th.....	87½	Sept. 15th.....	80
April 1st.....	87½	Oct. 1st.....	80
April 15th.....	80	Oct. 15th.....	80
May 1st.....	80	Nov. 1st.....	85@90
May 15th.....	80	Nov. 15th.....	75@90
June 1st.....	85@90	Dec. 1st.....	80@85
June 15th.....	90	Dec. 15th.....	80@85

Average price, 83½c.

**Hay.**

The crop of 1861 was an average one, although the long drought had an unfavorable effect on the old meadows in several parts of the State. The early meadows were good and the product has been harvested in excellent condition, which is a matter of great importance, one ton of good hay being of more value for forage than two or three of bad. A considerable quantity of Hungarian grass has been raised in various parts of the State, and this coarse hay has been substituted for Timothy by many of our farmers. The season has been so favorable for harvesting corn stalks that a large quantity of this fodder has been secured, by which means farmers have been enabled to supply the market with hay at a moderate price. The shortness and deficiency of the oat straw will probably cause a demand for hay in the spring. About 10,000 tons have been received in this city during the past year by teams, steamboats and railroads, the principal part by teams. A considerable quantity of pressed hay is annually shipped from Detroit to the Lake Superior

Country, the demand from that locality has not been very large during the past season.

The number of loads weighed at the Western market the past year, have been as follows:

Double teams.....	2,788
Single teams.....	2,900
<b>Total.....</b>	<b>4,788</b>

Estimated at 3,400 tons, price from \$7 to \$11 per ton.

The number of loads weighed at the eastern market was:

Double teams.....	1,171
Single teams.....	2,902
<b>Total.....</b>	<b>4,078</b>

Estimated at 3 000 tons During the spring months the price at this market varied from \$7 to \$10 per ton. In summer from \$6 to \$9, and in the Fall from \$7 to \$11.

**Fish.**

The superior fish, found in such profusion in our noble lakes and rivers, while affording a highly-prized luxury for current consumption, constitute one of our leading articles of export, and are justly regarded as constituting one of our most important interests, present and prospective. It has been estimated by those quite competent to form an opinion, that the value of our yearly catch of fish is greater than that of the aggregate taken in fresh water in all the other States of the Union. This may at first seem like a broad assertion, but it is no doubt strictly within bounds, and we may add with truth that on the score of quality, the superiority of our finny tribes is as strongly marked as it is with regard to quantity. It is only in pure waters, such as lave the shores of Michigan, that fresh water fish are found of flavor so unexceptionable as to gratify an Epicurean taste, or raise them to the position of a staple of commerce. Fish possess some very peculiar qualities to commend them, independent of the arbitrary preference of consumers, being esteemed a most healthful and nutritious food.

The gradual diminution of the species by the inroads of civilization, and the importance of providing, so far as may be, means to remedy the evil, has for many years attracted more or less attention. It is a source of great regret that measures calculated to preserve the stock from wholesale destruction have not found a greater number of advocates, particularly among our lawgivers. In this regard we are ashamed to confess that our State is far behind Canada, where a number of wise legal provisions have been in force for some time, one of which prohibits the use of the murderous pound nets which are so rapidly thinning out the stock; another regulates the nets in such way as to insure the escape of the young fish. The utter disregard on our part of a provision so obviously salutary as the last

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name, betrays a degree of recklessness almost hopeless. An unsuccessful effort was made at the last session of the Legislature to procure the enactment of a law to prohibit the taking of fish during the three summer months. Such a provision would have saved to the lakes some 5,000 to 8,000 barrels yearly. The operation of the pound or trap net is peculiarly destructive, particularly to white fish, which run in regular rounds, and thereby expose themselves to being entrapped *en masse*, leaving none to perpetuate the species. The system will have the inevitable effect in a few years, to render the fisheries almost valueless, thereby extinguishing a very important element of wealth, besides robbing our State of no small share of the peculiar interest that attaches to her, aside from a strictly money-wise consideration. We have laws on our statute books for the protection of game, which is strictly proper, but the preservation of fish, is infinitely more necessary, a source of incalculable wealth for future generations being at stake.

The pressure of the times has been severely felt by the fishing interest during the past year. Last year, although the market was generally dull, considerable buoyancy prevailed in the fall, owing to an unexpected demand for New York and Pennsylvania, but this year the stagnation has been unrelieved from first to last.

Accounts from the various fishing grounds represent a general diminution in the catch this year. The exceptions are so very few as to be quite unimportant. In some localities where operations were conducted, they almost entirely failed, and in others, where the usual degree of activity might perhaps have been crowned with success, no effort was made because there was no market. Thus this important trade, in which two years ago we figured up a capital of \$252,000 advantageously, invested in fixtures, has, so far as the operations of 1861 has been concerned, has proved but little better than a complete failure.

On Detroit river, where last year an increase of twelve to twenty per cent. was reported over 1859, nearly an average catch has been secured this year, but the amount packed has been very light. An increased amount has been sold fresh and forwarded to the interior. When the price fell to \$3.50@ \$4.00 per hundred, a large number of teams were regularly employed in hauling fish to the interior, which proved a very remunerative business.

We present estimates of the catch this year at most of the various grounds, using the returns of 1859 for a comparison, not having procured authentic estimates last year. The

catch about Sandusky and Toledo is mostly sold fresh.

Maumee River and Sandusky fisheries....	7,200	10,500
Maumee Bay and Monroe county, Mich..	1,800	2,000
Detroit River.....	6,500	7,500
St. Clair River and Rapids.....	750	1,200
Port Huron to Point aux Barques.....	2,000	3,000
Au Sauble (operations suspended early.)	2,000	6,000
Thunder Bay and vicinity above Sauble River, including Sugar Island, &c.....	3,100	6,500
Saginaw Bay and River.....	1,500	8,000
Tawas Bay.....	200	600
Between Thunder Bay and Mackinac, including Hammond's Bay.....	2,300	500
Mackinac, including all brought there..	3,500	7,500
Beaver Island and neighborhood.....	5,800	7,000
Between DeTour and the Saut.....	80	1,000
East Coast of Lake Michigan.....	15,000	23,000
Green Bay, both Wisconsin and Michigan	7,000	10,000
Total.....	56,280	88,300

The estimates for the Green Bay region include the whole country extending south about fifty miles of Green Bay, comprising the fisheries of our enterprising fellow-citizen, John P. Clark, Esq., whose operations have been quite successful. A number of small fisheries have lately been abandoned, having been started by men who endeavored to gain a livelihood by fishing, but were unsuccessful. The fisheries on both shores of Lake Michigan have gained very rapidly in importance within the past four or five years.

From Mr. Clark's fisheries to Milwaukee, the business is prosecuted with gill nets and seines, and the whole amount taken will probably not exceed 1,500 barrels, which is to be added to the amount arrived at in the above statement.

There is now no inspection law in force in this State.

The stock now on hand in this city is estimated at 4,000 barrels, about half of the amount held here a year ago. The aggregate amount received by Detroit dealers during the year is equal to 9,464 bbls.

We learn on good authority that the stock in Cleveland at present consists of about 4,600 barrels. In Toledo there is only a light stock, probably six or eight hundred halves.

It is not at all probable that the market will assume a better tone the coming year unless the war should come to an end. In that event, new life would be infused into the trade, in common with other branches of business. Prices may depend somewhat on those ruling for mackerel. Pork will be low, which will have some influence in keeping down prices.

The following table exhibits the current rates for half barrels of white-fish semi-monthly during the year :

Jan. 1st.....	4 00	July 1st.....	3 00
Jan. 15th.....	3 75	July 15th.....	3 75
Feb. 1st.....	3 75	Aug. 1st.....	2 75
Feb. 15th.....	4 00	Aug. 15th.....	2 75
March 1st.....	4 00	Sep. 1st.....	2 75
March 15th.....	4 00	Sep. 15th.....	2 75
April 1st.....	4 00	Oct. 1st.....	2 75
April 15th.....	3 75	Oct. 15th.....	2 75
May 1st.....	3 75	Nov. 1st.....	3 75



May 15th.....	3 87½	Nov. 15th.....	2 75
June 1st.....	3 25	Dec. 1st.....	2 75
June 15th.....	3 00	Dec. 15th.....	2 75

**Live Stock.**

Although Michigan is not a prairie State, its pastures are well adapted for the raising and fattening of cattle, in fact, the excellence of the grass-fed beef of the State is attracting attention in the eastern markets, and when once farmers have learned to reduce the feeding of stock to a regular system, instead of the irregular plans followed at present, there is no doubt but immense quantities of superior beef will be exported from Michigan. The communication with the eastern markets and the most important seaports on the Atlantic coast, is now so perfect that beef can be exported at any season when there is a remunerative demand for the article.

The live stock markets of Michigan are generally regulated by those of the Eastern States. Sometimes the Mineral Regions of the Upper Peninsula produce a local demand independent of the state of the New York market. In January and February, 1861, the price of shipping cattle was about \$3 per cwt. live weight. In March and April it ranged from 3 to \$3½ per cwt. From the 1st of May until the middle of June, the price advanced from \$3½ to \$4 per cwt., and continued at that figure for about three weeks. About the middle of June the price again declined, and on the 1st of July, first class cattle were bought at \$3½ per cwt. After this date first class stock became scarce, so that, although the class nominally remained, the quality of the stock was not so good as at an earlier period of the season, and inferior animals were brought forward to supply the demand. From the first of July nearly all the first class stock that could be procured in the Detroit market were shipped to Lake Superior. Large, coarse, old oxen or cows being in demand for that market, as the buyers there are not particular about quality, and if the animal is fat, they don't care much how old it is. In the eastern markets the case is different, the buyers there looking to the quality of the beef, and rejecting old cattle. The freight of cattle to Lake Superior is so much per head, so that a steer weighing eight hundred pounds, costs as much for transportation as an ox weighing twice as much. During the time that navigation remains open, there is generally a steady demand for beef from the Mineral Regions, but this was considerably interrupted this year, by several of the mines suspending operations temporarily.

The receipts of cattle and hogs for the year are—

	Cattle.	Hogs.
By M. C. R. R.	57,753	98,313
By D. & M. R. R.	1,884	7,022
By D. & T. R. R.	11,808	28,840
By G. T. R. R.	40	116
By Lake,	148	175
<b>Total</b>	<b>71,633</b>	<b>129,666</b>
Received in 1860	70,868	61,600

The shipments are—

	Cattle.	Hogs.
Thro' by M. C. R. R. & G. W. R.	55,946	88,113
.. M. C. R. R. and Lake,	990	967
.. M. C. R. R. and G. T. R.	218	316
.. D. & T. R. R. & G. W. R.	11,568	19,433
.. D. & T. R. R. & G. R.	152	4,180
Local by G. T. R.	.....	.....
<b>Total</b>	<b>68,874</b>	<b>110,059</b>

Cattle not purchased for shipping, but for supplying the local demand of the Detroit market ranged from two to four dollars per cwt. from the 1st of January to the middle of June. From the latter date to the 1st of January, 1862, the price of the same description of stock ranged from \$1 50 to \$3 00 live weight.

The price of beef generally advances from the middle of December to the first of June, and from the latter date to the former it usually declines. The advance is caused by the want of pasture during the winter, and the increased expense of feeding the stock on dry food. When our farmers adopt a system of rotation of crops, a great increase in the number of cattle fed in his state may be expected, also an improvement in the quality of beef. The prosperity of the British farmer depends mainly on the turnip crop, for without it he could not feed large numbers of cattle and sheep, and bring them to the highest state of perfection, nor provide suitable manure for enriching his land. When our farmers grow large crops of Ruta Bagas, &c., a great improvement in fat stock will take place.

A large number of cattle pass through Detroit annually, on their way to the eastern markets, but until lately no sales of importance were effected in this city. For the last three years a change has been taking place, and considerable sales have been effected in Detroit, principally at the cattle market established by Mr. Harvey King, on the Cass Farm. Drovers meet eastern buyers in this city, and large lots are shipped to New York and other places weekly. A large brick block has been erected by Mr. King this year, on Grand River street, the upper stories of which will be fitted up as a Drover's Hotel, the lower parts will be rented for stores, and attached to this block is an extensive public slaughter house, for the accommodation of purchasers of stock who wish to pack beef, &c. This slaughter house has every fixture necessary for a first rate establishment of the kind, and is said to be superior to any in Cincinnati. It contains stalls and pens for the cattle, sheep, and hogs which are brought to be slaughtered. The apparatus for hoisting is of the best kind, and the arrangements for ensuring the most perfect cleanliness are unsurpassed. It is probable that this establishment will have a great tendency to increase the sales of live stock in this market, as the want of facilities of this kind prevented merchants from making investments in the packing of beef and pork, a business which has been a great means of building up Chicago and Cincinnati in wealth and importance. We understand that the purchase of the land for the cattle market and the erection of the various buildings thereon, have cost \$60,000.

A great improvement has taken place in the live stock of this State within the last ten years. The Durham's have been introduced extensively and crossed with the native cattle, by this means increased weight of carcass has been obtained, and a disposition to fatten readily. Large numbers of purely bred Durham's are now in the hands of our farmers, and some superior herds have attracted much attention, and carried off so many prizes at State and County Fairs that a spirit of emulation has sprung up among our farmers which will produce important results.

**Number of cattle disposed of in King's Cattle Market:**

July.....	496
August.....	1,134
September.....	1,109
October.....	1,978
November.....	2,874
December.....	500
Total.....	7,500

The large arrivals of cattle at this market during the months of October and November, was occasioned by the demand for shipping to Lake Superior. Since the close of navigation, the sales of cattle at this market have somewhat decreased, those which arrive there are mostly purchased by butchers to supply the local demand.

**Wool.**

The wool clip of 1861 was large, and the farmers, judging by the prices of the few last years, expected to derive much benefit from the results of their investments in the breeding of sheep, but the old adage, "There's many a slip between the cup and the lip, might be well applied in this case, for very few of them realized the expectations which had been formed with such confidence. The bombardment of Fort Sumpter was the signal for speculators to open fire on the price of wool: and in this case the batteries continued to play until the majority of farmers surrendered at discretion, and sold the fine clip of the present year at whatever price the buyers chose to offer. Some stubborn individuals, being unable to see a sufficient cause for the panic in the wool market, refused to sell, and stored up their wool in order to wait for something to turn up; and they have been successful in obtaining excellent prices, while their less fortunate neighbors are bewailing their own foolishness in throwing away the produce of their flocks. It might have been reasonably expected that the dearth of cotton caused by the blockade of the Southern ports, would bring woollen fabrics into demand, and that the clothing of an immense number of soldiers and sailors would have a considerable effect in enhancing the prices of the raw material, from which their uniform and blankets are constructed.

The receipts of wool during the past year are as follows:

By M. C. R. R., lbs.	2,846,130
" D. and M. R. R.	1,754,724
" D. and T. R. R.	139,807
" G. W. R'y.	5,972
" G. N. R'y.	66,935
Coastwise	12,700
From Canadian ports.	71,600
By teams.	800,000
Pulled by tanners.	250,000
Total.	5,438,331

The monthly receipts since the introduction of the new clip, compared with last season, are as follows:

June.	1861	4860
July.	45,958	639,430
August.	1,122,619	2,631,133
September.	1,508,333	178,536
October.	781,800	161,264
November.	680,670	78,505
December.	297,407	23,474

December.	145,501	18,830
By teams.	300,000	300,000
Total.	4,988,672	4,210,222

Of the receipts by teams only a small proportion is purchased in the street, the great bulk of it consisting of stocks from Howell, Farmington, Milford, Plymouth, Brighton, Novi, &c., &c., was brought here in wagons for shipment.

The failure of the wheat crop, for several years in succession, compelled farmers to turn their attention to the breeding of cattle and sheep; and by this means they discovered that these branches of rural economy were much more profitable than the continual exhausting of the soil by raising numerous crops of grain without rotation or manure. The breeding of sheep has now obtained a basis in Michigan, which cannot be shaken ever by the wonderful improvement in the wheat crop, which has been so evident for the past two years; and farmers will be slow to part with their flocks, although many of them have been much discouraged by the low price of wool in the commencement of the past season.

It is fully established that a large portion of Michigan is well adapted to the breeding of sheep, and there are now some excellent flocks of French, Spanish, and Saxon Merinos in different parts of the State. The increase of the population has produced a demand for mutton, and to meet it, the Leicesters and South Downs are being rapidly introduced. The latter seem admirably adapted to this climate, they are perfectly hardy, yield an excellent quality of mutton, and a fleece which is very valuable in the manufacture of coarse fabrics. It is to be regretted that there are only a few woollen factories in Michigan, but it is to be hoped that the experience of the past year will encourage the proprietors of those which are already established to increase their power, and induce others to invest their capital in this important branch of manufacture.

Farmers are beginning to be too careless about washing their sheep; indeed, the opinion is gaining ground among them that washing is a useless process, as the fleece will weigh more in an unwashed state. At all events many of them think that there is nothing to be gained, but something to be lost, by the trouble and expense of washing. This is a mistake which should be at once corrected. The manufacturers are becoming more and more particular about having the wool they purchase washed, and we have been informed that several of them have instructed their agents in this State not to purchase unwashed wool except at a very low figure, and the consequence has been, that several farmers who neglected to wash their sheep, have been unable to dispose of their wool at anything like a remunerating price.

There is another practice which is creeping into the State that will be very injurious if not checked in proper time; we allude to the plan of keeping the sheep unshorn for a fortnight or more after they are washed. During this time a large quantity of oil, or "grease" is secreted in the wool, and the fleece is caused to weigh heavier than it otherwise would, the additional weight being grease and not wool. The manufacturers dislike wool managed in this way, as they lose considerably by it, and they have instructed their agents to "look out for it." We understand that this practice was commenced by the sheep breeders of Vermont shortly after the introduction of the Merinos by Consul Jarvis. The wool-growers of Vermont being anxious to keep up the sensation which the heavy fleeces of those celebrated sheep produced, found that the weight of the wool might be much increased by keeping the sheep unshorn for a long time after being washed, and also by rubbing oil into the fleeces a few days before shearing. The woolen manufacturers lost so much by the Vermont wool that they refused to purchase it for several seasons, and the "dyeing" of the fleeces had to be abandoned. It should be borne in mind that before the wool is carded, or spun into yarn or worsted it is always thoroughly cleansed from every impurity, and the unwashed and greasy wool loses so much during this process that it does not pay the manufacturer to deal in such an article. It is said that some of the best lots of wool in Michigan were objected to during the last season. We mention these facts for the purpose of calling the attention of farmers to the subject, and cautioning them against the practice of shearing without washing, or leaving the sheep too long unshorn after being washed. The farmers of Ohio manage their flocks well; they wash the sheep carefully, and shear as soon as the wool becomes sufficiently dry for that process, and the consequence is that the eastern manufacturers are anxious to get Ohio wool, and are satisfied to pay three or four cents per pound more for it than for the same grade of wool from some other States. This is a matter of considerable importance, and it demands the serious attention of farmers. The manufacturers are anxious to put an end to the practices we have mentioned and will not fail to lay a heavy hand on unwashed or greasy wool, and the old proverb "forewarned is forearmed," may be both applicable and serviceable in the present instance.

We have alluded to the fact that the breaking out of the rebellion had the effect of furnishing excuses for lowering the price of wool. Buyers were so tardy about investing

their money in the article, that the finest wool was in some cases disposed of at from 20 to 25c per lb. and sent to the Eastern States to be manufactured and sold to the Government for clothing for the volunteers, many of which Michigan furnished for the war. There are woolen factories at Battle Creek, Jonesville, Monroe, Pontiac, Ann Arbor and St. Clair, but these don't seem to be sufficiently patronized by the merchants and farmers of Michigan. There can be no doubt but the city of Detroit would be an admirable site for an extensive woolen factory, and this matter should be kept before the public and brought forward in every possible way. If all the clothing and blankets required by the Michigan troops could have been manufactured in Detroit, or in any other part of Michigan, a vast sum would be kept in the State, and an amount of employment given which would be of incalculable benefit to thousands of the working population. It is said that the expense of running a cotton or woolen factory in Detroit would not be much more than half what it is in any of the Eastern States.

In the winter of 1860 pelts were scarce, as many sheep were not slaughtered, and as there was not much speculation, the price was low. Sheep were well cared for through the winter, and they produced good fleeces at shearing time. The clip this season amounts to about 4,000,000 lbs. The price opened exceedingly low, as, on account of the distracted state of the nation, buyers were cautious about making investments in wool. The depression in the market has been the means of inviting purchasers from England, and it is said that about 400,000 lbs. have been purchased in Michigan for the use of woolen manufacturers in England, the price being about twenty-eight cents per lb. The Hamilton Mills Co., of Massachusetts, through their agent, S. Folsom, of Detroit, have been the largest purchasers of wool in Michigan this season. The balance of the clip was sold to manufacturers in small lots before the price advanced. Very little was bought on speculation this year. A Canada firm purchased about 200,000 lbs. for their own use. This is the first time that Canadian merchants have bought wool in Michigan. The average price for the main part of the clip has been about twenty-eight cents per pound. Since the advance, the price has been irregular, ranging from thirty-five to forty-two cents per pound.

#### Beans.

The bean crop has not been well harvested in Michigan this year. The breadth of land sown was large, but heavy rain fell just at the critical time of saving the beans, and a large portion of them became mouldy. This accounts for the unevenness of the samples offered for sale, they being

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considerably mixed, and containing a great many soft, discolored grains. Almost every parcel of beans brought into the Detroit market this year required to be hand-picked before being shipped to New York. It is a little strange that farmers will not perform this process at home, and keep the soft beans for feeding their hogs. When merchants have to hand-pick the beans they generally make the farmers pay the expense by bringing down the price to a low figure. Since the commencement of the war, the price of beans has advanced considerably, large quantities being used in the rations of the immense army which now lies around Washington and in various other places. As early as April, an improvement took place in the price of beans, at which time it went up from 6 to 7 shillings per bushel. In May it advanced to 8 shillings. Early in October, when the new crop began to come into the market, the price declined, but about the end of the same month it rallied again, and advanced to nine shillings per bushel. Since that time it has been gradually rising, until at the end of the year it reached ten shillings per bushel. The varieties, or grades of beans in the Detroit market are principally those known as "Navy," and "Medium," the former generally bringing a shilling per bushel more than the latter. The shipments of beans from Detroit, during the year, were all for the New York market, with the exception of a small quantity sent to the Upper Peninsula.

#### Cranberries.

Cranberries are said to be a short crop in Michigan this year, although considerable quantities of them have been produced in some localities.— Jackson, Oakland, and Kent, produce more Cranberries than any other three counties in the State, and it is from them that the Detroit market is principally supplied. The crop in Indiana and Wisconsin has been good this year, and a good deal of the product of these States has been brought into the Detroit market for sale. From Detroit the Cranberries are distributed in various directions, but Cincinnati is the principal market, and by far the greater part of them are shipped to that city. One small lot (20 barrels) was sent to New York from this city, but the speculation did not pay, and shipments in that direction were discontinued. New York is well supplied with cultivated Cranberries from the Eastern States, and the Western fruit is not much esteemed in that city; the cultivated cranberries bringing 7½ dollars per barrel, and the wild fruit only 4 dollars, and scarcely saleable at that. This is a significant hint to the farmers of Michigan, who have much greater facilities for cultivating the fruit than their brethren in the Eastern States. It is estimated that about 400 barrels are brought to Detroit by teams, principally from Wayne and Oakland, the rest of the supply is received by the various railroads, with the exception of a small quantity brought by steamboat from Saginaw, but these being gathered by Indiana, in a very slovenly manner, are not much esteemed in the market. The crop of this year appears remarkably sound and good.

#### Onions.

Immense quantities of Onions are raised in this State, principally in the town of Dearborn, Wayne

county. It is said that the crop in that locality amounts to about 6 000 barrels this year. Nearly all the produce of this crop is sold in Detroit, from which point it is distributed in various directions, the principal market being Cincinnati, from which city the Onions were generally sent to the Southern States, but the war has closed up that market, and at present farmers and speculators have large stocks on hand, waiting for "something to turn up," so that the navigation of the Ohio and the Mississippi may be resumed. The farmers generally sell the Onions at one dollar per barrel. A considerable part of the crop is annually sent to the Upper Peninsula. Besides the main crop which is raised in Dearborn, small quantities are produced in various parts of the State which supply the local demand in the inland cities and villages.

#### Eggs.

The trade in eggs has been brisk this year, large quantities having been brought to the city by teams from the neighboring counties, and by railroad from those more distant. Oakland, Wayne, and Washtenaw, contribute more to the Detroit market than any other counties. A considerable portion of the eggs received by the Michigan Central and Detroit and Milwaukee railroads come from Illinois and Wisconsin. The shipments from Detroit are generally to Boston and New York, and also to the Lake Superior country.

#### Peaches.

Peaches failed in Michigan last season, with the exception of those in the vicinity of St. Joseph, Berrien county, where failure is unknown. A large quantity of peaches were imported from Ohio during the past season, and distributed through the State from Detroit. The peaches of Berrien county generally find a market in Illinois and Wisconsin. An immense quantity has been produced by the peach orchards of St. Joseph during the past season.

#### Freights.

The fluctuations in the rates of eastern-bound freight may be seen by the following table of rates between Detroit and New York. During the season of navigation, the figures refer to rates by lake and rail:

Flour, 4th Class		Flour, 4th Class	
Jan. 1st.....	1 10.....59	July 1st....	65.....83½
Jan. 15th.....	1 10.....58	July 15th....	63.....80
Feb. 1st.....	1 10.....58	Aug. 1st....	60.....80
Feb. 15th.....	1 10.....58	Aug. 15th....	60.....80
March 1st.....	1 10.....58	Sep. 1st....	65.....82½
March 15th.....	1 10.....58	Sep. 15th....	70.....85
April 1st.....	90.....47	Oct. 1st....	1 00.....80
April 15th....	75.....58	Oct. 15th....	1 30.....85
May 1st.....	75.....58	Nov. 1st....	1 30.....85
May 15th....	75.....58	Nov. 15th....	1 30.....85
June 1st.....	70.....55	Dec. 1st....	1 50.....75
June 15th....	70.....55	Dec. 15th....	1 50.....75

The rates to Boston are always 10 cents higher on flour than to New York.

## Our Manufactures.

#### Coal Oil.

This oil has now assumed an important position in the commerce of the country, being extensively used in almost every part of the Union. It has had already considerable effect



on the price of whale oil, so much so indeed, that whaling has become an unprofitable business, and the ships heretofore employed in capturing the monarchs of the sunny tribe, lie rotting at their wharves, or are used for obstructing the harbors of the rebellious South. The absence of demand for lard oil has had an unfavorable influence on the price of pork, and contributed to bring it down to the present low rate. The price of whisky has also been effected by it, both whisky and lard having been used extensively in combination with spirits of turpentine in the manufacture of burning fluid. It was at first thought that this oil could not be made sufficiently cheap to compete with other oils, and the failure of several companies engaged in its manufacture, seemed to justify that supposition, but perseverance is generally rewarded with success, and this manufacture is now carried on successfully not only in Pennsylvania but in Michigan, and as an illuminating material it is rapidly gaining favor, great numbers of lamps suited for consuming it, being now disposed of in every city and village in the State.

The average yield of crude oil is said to be nearly 60 galloas per ton of coal, and the cost for making is about five cents per gallon. The principal expense in the manufacture is in the process of refining, about sixty per cent of the crude oil remaining after that operation. Of course the manufacture can be most profitably carried near oil wells, or oil bearing minerals, but Detroit possesses so many advantages of communication with various places that is a first rate site for refineries.

Petroleum is now finding a market in England, and an analysis of it by London Chemists shows that one hundred parts of it consist of:

Light Naptha.....	20
Heavy Naptha.....	50
Heavy Lubricating Oil.....	22
Tar.....	5
Carbon.....	1
Loss.....	2
	100

The present wholesale price of refined petroleum in England is three shillings British per American gallon, and the price of unrefined is one shilling. It is probable that the price of the crude oil will advance, the margin for the refiners being at present too great. It is probable that abundance of coal and rock oil exists in Michigan awaiting discovery and development. There is no danger of the refined oil becoming a drug in the market, as after supplying the home demand the surplus will always find a ready market in England. Shipments of petroleum are now being made from New York to the West Indies, and one vessel lately took out 27,000 gallons of this oil to Melbourne, Australia.

At the time of making our last annual report there was only one oil refinery in operation in Detroit; now there are five, as follows:

J. H. Harmon & Co..	3	skills produce	25	barrels per day.
A. Burris & Co..	2	" "	20	" "
Harding	2	" "	25	" "
Jas. Fisher	2	" "	25	" "
E. Delaney & Bro..	2	" "	20	" "

The average production of the above five refineries is 100 barrels per day, which could be nearly doubled by running night and day. The quantity refined in Detroit within the last year will amount to about \$450,000; the quantity sold will greatly exceed that amount, as there are numerous agencies for Eastern manufacturers, the sales of which are very nearly equal to the quantity manufactured here. The total amount of petroleum oils sold in Detroit will exceed \$800,000. There is every probability that before another year the manufacturers of Detroit will be able to supply a sufficient quantity of oil to meet the demands of the State.

The crude oil which is refined in Detroit is brought from Pennsylvania, as it is found to be so much easier to deodorize than the Canadian, or Inniskillen petroleum, that manufacturers prefer to send some two hundred or three hundred miles for the crude Pennsylvania oil, in preference to using that which is at our doors, comparatively speaking.

The great difficulty with regard to the Canadian oil is its intolerable odor, making the cost of deodorizing so great that virtually there is none of it refined in any of the Western States. As yet, no cheap method has been discovered for deodorizing the Inniskillen oil, and until some cheaper method of deodorizing it is discovered than that usually adopted, there is little chance of the Canadian petroleum being made available for the American market.

The oil produced in Detroit is equal to that produced in any other market, and as the manufacturers find it to their interests to produce a superior article, the public may rest assured that the Detroit manufacturers will maintain their present enviable reputation. In the distillation of Pennsylvania Petroleum there is a large quantity of naphtha produced. Lately naphtha has been considerably used instead of turpentine for mixing with printers' ink, paints, varishes, &c., &c. The article as sold in Detroit is very inferior, as it is sold without being in the least purified or deodorized. The consequence is, that instead of taking the place of turpentine for all purposes, it has only been used for coarse painting and outside work.

With a little care it can be deodorized completely, when it is limpid as water and as free from odor as alcohol deodorized, it enters ex-

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tensively into commerce as benzoine, much used for removing dirt, grease, tar, paint, &c. from clothing, and as a solvent for India rubber, gutta percha, shellac, capal, &c.

We hope that our oil refiners will see that it is to their advantage to purify and deodorize the naphtha before it is put on the market. When that is the case there will be no difficulty in the use of it in place of turpentine, as the chemical constituents are the same only in varying proportions.

The oil trade of Detroit is yet in its infancy. before another year the quantity produced in Detroit will be doubled and may be trebled. The use of petroleum oil is becoming universal, as it is cheaper by one hundred per cent. than any illuminating agent yet discovered.

The value of the oil refined in Detroit within the last year was about \$450,000—a very respectable item of our domestic manufactures.

#### Chemical Works.

DR. S. P. DUFFIELD, PROPRIETOR.

Chemical manufacturing, as a branch of business, has been entirely neglected in Michigan till within the last year, when Dr. Duffield commenced the manufacture of chemicals, as a regular branch of business, at his Chemical Works, in the upper part of the city. We believe that the Doctor's works are the first devoted wholly to the manufacturing of chemicals in the State of Michigan. There is no business that presents such inducements to the scientific man and capitalists as manufacturing chemicals. Since the passage of the Morrill tariff there has been extraordinary inducements to undertake the manufacturing of chemicals on a large scale, as a duty of 30 per cent. on an average has been levied, on most of the chemicals which have heretofore been imported.

No city in the west possesses half of the natural advantages of Detroit for the prosecution of that and similar branches of manufacturing, and it argues well for the Doctor that he had the energy and sagacity to introduce a new branch of manufacturing in our midst, and one from which there is likely to flow so many solid advantages to the city and State.

There is our vast deposits of minerals, earths, salt wells, ochres, &c., all requiring the mind and labor of the chemist to render them suitable for our domestic wants, or as article, of merchandise. There is sent annually from Detroit over \$200,000 to pay for chemicals alone; we hope that amount, or the greater part of it will be retained in the city.

The Doctor is now manufacturing fine chemicals for medicinal and photographic purposes, and to those connected with the business we would only say, patronise some

industry; you will get articles equal to any manufactured east, and same time, transportation, exchange, packages, and risks, and encourage home manufacture, thereby helping yourselves, the Doctor, the city and State.

#### Shaw's Edge Tool Works.

Were established within the year by Mr. Shaw, at the Novelty Works. Mr. Shaw has turned out a large amount of work for the government contractors of cavalry equipments. His work has been equal to any made east, and remarkable for the high finish and fine workmanlike manner in which it was gotten up. We understand that Mr. Shaw will furnish the lance blades for the Lancers.

Such works as Mr. Shaw has established were much needed in Detroit, and it is gratifying to know that Mr. Shaw has been so eminently successful in establishing a new branch of business; it is only another illustration of the benefits which will flow from the "Morrill Tariff." In the iron trade there is the greatest activity prevailing, the importation of the coarser grades of manufactured iron has almost ceased, and it will not be long before there are factories enough started to manufacture finer grades also, there is no business more prosperous or more likely to remain so than the iron interests of Michigan, and no investment can be made where the profits are better or more certain.

Within the last ten years parties in Detroit have made great and successful efforts to have new and indispensable branches of manufacturing started in this city, and to their enterprise and intelligence the city is at present indebted for the proud position which her manufactured articles have acquired wherever they have been introduced. Detroit owes much to her natural position and resources, but she owes more to the intelligence and energy of her population. Her manufacturing were not started to enhance the value of property or from speculative motives, they were the slow growth of the necessities of her people, and consequently they are on a healthy and permanent basis, as yet they are in their infancy, and far behind the necessities of the city or requirements of the State, but the time is coming—and if unfortunately there should be war with England—the time is not far distant when this country will have to rely on its domestic resources, and the very first thing towards making it independent of foreign governments, is to manufacture sufficiently for the wants of its inhabitants.

#### Wool and Woollen Factories.

The amount of wool produced in Michigan within the last year was over 3,500,000 lbs.,—the amount of which manufactured in Michigan did not exceed 250,000 pounds,

leaving two and three million pounds sent to be manufactured east this season, wool was sold in Michigan from 20 to 28 cents per pound; say the average price was 25 cents, then it would bring into the State, or go to pay eastern indebtedness about six hundred and eighty-seven thousand dollars, when, if the same wool had even been manufactured into army blankets, it would have brought into the State at least \$2,500,000; while, if the same amount had been woven into socks, shirts, drawers or clothes, it would have brought into the State over \$3,000,000, and given employment to a large and fast increasing part of our population, and render many a home happy and comfortable, where at present every recurring winter but exhausts the resources collected during a prosperous summer season, and often compels those who would be independent under more favorable circumstances, to be the recipients of public charity, as the records of the Poor Master will abundantly prove.

The State of Michigan has expended over \$300,000 in clothing alone, while the United States has purchased over \$300,000 worth more; while the blankets alone for the 2d Regiment, which have been raised in the State, will amount to over \$100,000, and amount expended for batteries, independent companies and squadrons, will amount to \$100,000 more, making a total of \$800,000, which is far within the amount actually expended for clothing in Michigan. Of that amount there was manufactured in Michigan about \$50,000 worth, leaving the amount supplied by Eastern States \$750,000 worth.

The Governor of the State and the Quartermaster, both of the State and United States, have used every exertion to have the clothing made in the State for the Michigan regiments. In that they have been successful, but the lamentable fact still remains that not one mill in the State has yet furnished blue army clothes. They can and would furnish grey clothes, but as that is inadmissible, it shows a lamentable want of means or enterprise in the woolen factories scattered through the State, that not one of them has a dye house with indigo vat attached to their factories. Within this last year, an unprecedented demand has sprung up for woolen fabrics suitable for army clothing. That demand, with the consequent withdrawal of the woolen factories from their usual styles of manufactures, has left the market so bare of woolen goods that for a long time to come the manufacture of saleable woolen goods will be the most profitable investment that can be made at present in manufacturing.

We hope that the present golden opportunity for our woolen factories will not be left unimproved. That Michigan will take a

pride in sustaining her home productions, there can be no doubt. When she will be called upon to pay her portion of the war tax, the people will discover that the easiest way to pay their debts is to retain as much money as possible in the State, by encouraging and supporting our home manufactures.

#### The Tanneries.

The manufacture of leather has long been a very important branch of the trade of Detroit and it is now established on a firm basis, and attracts buyers from almost every part of the Union. It is not an extraordinary circumstance that the tanneries of Detroit have grown from a small beginning to their present magnitude and importance, for the numerous facilities and conveniences which this city possesses in the shape of navigation and railroads, cheap fuel, abundant water, and plenty of skilled or unskilled labor, renders it an excellent site for factories of every kind, and the wonder is not that those which have been established are successful, but that factories of several kinds have not sprung up in this favored locality. There are about sixteen tanneries and morocco factories in the city, and nearly all of them have been at full work during the past year, a circumstance which has contributed materially to the prosperity of the city, by giving employment to a great number of hands, and causing a brisk demand for hides, skins and pelts. The good quality of the leather manufactured in Detroit has attracted buyers from the Eastern States and Canada, and the books of the different Railroads show that a large quantity of leather has been distributed from this point during the year which has just terminated; and as the manufacture of boots and shoes is now carried on extensively in this city, much of the leather made here finds a local market. From present appearances it seems probable that Detroit will soon become the emporium of the leather manufacture, and also of the boot and shoe trade for all the Western States. There are now about 1,500 shoemakers employed in the city, and the work furnished by our dealers, from Detroit leather, is fully equal to the best produced in the East.

Mr. Eldred's tannery is situated on the river side about one-fourth of a mile below the depot of the Michigan Central Railroad. It is a large brick building, built expressly for a tannery, and containing all the modern improvements, the machinery being driven by an engine of thirty-five horse power. About 16,000 hides have been tanned in this establishment during the past year. Twenty-five hands are kept in constant employment. The leather manufactured in this tannery is all shipped to Boston and Hartford. The hides are all purchased in Michigan, being obtained from various parts of the State, chiefly from places on the different railroad lines. Hemlock bark is used. This is procured from the shores of Lake Huron and other places. It is purchased by the cord, like fire-wood, and piled up in large ricks to be used when required. Before being used in the process of tanning, it is ground in a steel mill and reduced to a coarse, granular state; it is then steeped in large vats for the purpose of extracting its astringent properties. For heavy hides a

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strong solution of bark is required, for light hides and skins weaker liquor is found to answer. The drying room of this tannery contains accommodation for drying 1,600 hides at one time; it is 100 feet in length by 40 in breadth, and the requisite degree of temperature is procured by an arrangement of steam pipes, which are so disposed that an uniform heat is diffused through every part of the room. A large quantity of heavy belting leather has been manufactured at this tannery during the past year, also a portion of a lighter quality.

The establishment of Cronl & Brothers is situated on the river side near the mouth of the little rivulet known as Bloody Run. It is one hundred and ten feet long and fifty feet wide, with an engine house 36 x 18. The leather manufactured in this tannery generally find a market in Detroit, and is finished before it is sent out of the establishment. The firm have an office on the corner of Bates and Woodbridge streets, in which place their business is principally transacted. During the past year they have tanned 10,000 hides, 4,000 calf skins, and 15,000 sheep skins. About 35,000 lbs of wool have been pulled from the latter this season.

We have not space to enter into a description of all the tanners in the city. They have nearly all been at full work during the past season, and a very large amount of leather has been manufactured. A considerable portion of it has been required for supplying shoes to the volunteers, and harness, saddles, and other equipments to the artillery, cavalry, and wagon train. Notwithstanding the brisk demand for leather which sprung up last Summer and Fall, the prices of the article has been lower than last year. The price of harness leather in 1860 being 28c per lb, and in 1861, 25c. The highest price of kip in 1860 was 55c per lb; in 1861 the highest was 50c. Upper leather per dozen sold for \$36 in 1860, and in 1861 for \$30. The price of hides during the past year has been low, averaging for green hides about 4c per lb, being about 1c per lb lower than last year. In January the price of hides opened at 4½c per lb, in March it advanced to 5c. In May, June, July and August, it receded to 3c per lb. In October and November the price was 4c per lb, and in December 5c.

There is an extensive tannery at Ann Arbor belonging to Weil & Brother. This firm purchase a great number of hides, skins and pelts, and manufacture a large quantity of leather. They have a store for the sale of leather, &c., in connection with the tannery, and have also branch stores in Chicago and New York, for the purchase of hides, &c., and the sale of leather. In the store in New York the purchases are confined to dry hides, which are brought principally from South America. Considerable numbers of green hides are procured in Chicago, as a great many cattle are slaughtered in that city, the packing of beef being carried on there extensively. A large quantity of wool is pulled at this tannery every year; steam being used in the operation of softening the skins. This establishment is of great benefit to the county of Washtenaw, as it provides a home market for the hides, skins and pelts produced in that locality. Washtenaw being the principal sheep-feeding county in Michigan, a

large number of pelts are disposed of by the farmers every year. Although much of the leather manufactured in Detroit, and other parts of Michigan, is shipped in the rough to be finished by Eastern factories, it is satisfactory to see that the portion finished in this city and sold to boot and shoe manufacturers is increasing rapidly every succeeding year. We are glad to note that our shoe stores now contain a fair share of home made work, and as it is acknowledged, by common consent, to be the best; it is to be hoped that it will be patronized by our citizens. In connection with this subject we may mention that the Last Factory of M. G. N. Curtis in this city, is turning out an immense quantity of lasts, trees, crimps and crimp machines, and employs a large number of hands.

#### The Tobacco Trade.

This (to Detroit) very important branch of industry continues to increase. There are now seven steam tobacco manufactories in this city, viz: K. C. Barker, J. J. Bagley, Scotten, Granger & Lovett, Hanna & Co., Maxfield & Cook, Nevin & Mills, and Francis Eccard.

The total amount of tobacco cut in this city during the past year is 3,000,000 pounds. Nearly the whole of this is put up in bulk, in barrels and half barrels. The total amount, if packed in barrels, would make the astonishing amount of 46,000. To make this number of barrels would keep fifteen coopers constantly at work. It requires over \$4,000 worth of knives to cut it up. The knives are bought in New York and Buffalo. Why would it not be a paying operation for some one to make them here?

There are employed directly and indirectly nearly 1,000 persons by the tobacco trade of this city. The gross amount of sales by the tobacco and cigar manufacturers for the last year has been \$1,000,000. That the trade will continue to increase, we have no reason to doubt. Detroit is so situated that supplies of the raw material can be easily and cheaply secured, and can be as easily and cheaply shipped to every section of the United States. Cut tobacco is so much purer, cleaner, better and cheaper than plug that it is gradually supplanting it in every direction. A few years ago the Northern traveller could hardly find a paper of "fine cut," anywhere within 100 miles of this side of the Ohio river. Now in Washington, Cincinnati, Louisville, St. Louis, "Michigan Fine Cut Tobacco," is advertised in the shop windows of all the tobacco shops. Before the rebellion, tobacco was shipped almost daily from here to points all over the South—Ga veston, Memphis, Selma, Alabama, New Orleans, &c. Now our own State, Illinois, Indiana, Ohio, Wisconsin, Iowa and Canada West get the largest share of their tobacco from Detroit, and there is not a State west of the Hudson river, in which Michigan tobacco is not sold.



Owing to successive bad crops and the rebellion, tobacco has advanced within the past ten months nearly if not quite 100 per cent., and will, if the war continues, advance much more. Our manufacturers have of course been obliged to advance their prices, though we believe that their prices are still far below those of the eastern cutters. When tobacco was first used is not known, though it has been said that it was first raised and used in Persia about the year 1400. Others, however, say that the Chinese have had the use of tobacco for many ages. The Persian provost says, "Coffee without tobacco is meat without salt!" In 1634, Olearius found the Russians "so addicted to its use that they would spend their money on it rather than bread." The whole world uses it, and though it has been preached, prayed, talked, legislated, and written against for centuries, we do not expect to see its use dispensed with in our day—and so long as it is a necessity, we are glad to know that our city is doing its share in making it.—

"Tobacco is an Indian weed,  
Grows green at morn, cut down at eve:  
It shows our decay, we are but clay.  
Think on this when you smoke tobacco."

Our exports are immense, but owing to the many different names for packages and different weights, it is difficult to present conclusive returns. We make the shipments 20,585 packages equal to barrels. This of course does not include the amount sent out by teams.

**Lumber.**

In times of panic, no interest in the community suffers more than that of lumber, and accordingly the year that has just closed has been one of great depression. The market has dragged from first to last, with rather a declining tendency. To show the sensitiveness of the market, we may state that the news of the Federal repulse last summer, before Manassas, produced a decline of \$1 per M. In spite of the unfavorable aspect of the trade, considerable has been done, but at low prices. The year may not be inappropriately termed one of retail sales at wholesale prices: This is especially true of the Cleveland market, and perhaps other markets in Ohio, where considerable has changed hands. The agricultural interests was sufficiently prosperous in 1860 to induce farmers to devote considerable money to building improvements, and the aspect of the times, so far from preventing the carrying out of their plans, was only the more favorable for their consummation, inasmuch it as enabled them to purchase at their own prices. About fifty small sized vessels were engaged a portion of the fall in carrying lumber from Port Huron to Chicago, Cleveland, Toledo and Sandusky, and quite

a large amount was hurried off towards the close of navigation, but, as we have already premised, it found a market at prices that afforded no margin to the manufacturer, selling at about what the raw material was really worth. But those who had obligations to meet were obliged to sell, but for which circumstance there would doubtless have been very little done.

At the mills on the Saginaw, we understand, there is now on hand 80,000,000 feet in lumber and logs. There is much more than an average year's stock to operate upon, owing to the floating of the logs detained on the streams a year ago. At Thunder Bay there is now 2,000,000 feet ready to be rafted down.

The lumber manufactured by the Saginaw River mills the past year is estimated at from ninety to one hundred millions.

From all we can learn, our lumber interest suffers about as severely as any other by the operations of the Reciprocity Treaty. Men of good judgment estimate the loss on our lumber in consequence of this Treaty at \$2 per M. If this is a safe estimate, the damage to our State is enormous. We understand that Canadian dealers are now sending their lumber to Portland by the Grand Trunk. If they can compete with the Maine lumbermen in their own home market, conclusive evidence is afforded of the way in which the Treaty operates to the benefit of Canada.

The receipts of lumber at this point during the year are as follows:

	M.
Coastwise	3,759
By Canadian vessels	510
By D. and M. R. R.	1,746
By D. and T. R. R.	134
By M. C. R. R.	80
Total	5,974

The following comprises all the reported shipments by lake:

Lumber.	Shingles.	Staves.	Lath.	Shingle	Bolts.
M.	M.	M.	M.	Cords.	
22,285	15,181	6,941	6,473	890	

The shipments of lumber by rail consist of 4,495 M by the Central, 1,037 M by the D. and M. R. R., and 1,094 M by the D. and T. R. R., which, added to the lake exports, form an aggregate of 28,911 M feet.

**Stove Factory.**

The manufacture of stoves is now carried on in Detroit on an extensive scale by Messrs. Ganson & Co., who have erected a large factory for this purpose on the river side near Dr. Russell's Iron Smelting Works, and adjoining the extensive Steam Forge of Ford and Philbrick. The factory was completed about three months ago, and the arrangements for carrying on the business are of the most improved description. The moulding floor is 90x46 feet. The stove and engine room is 90x30. The engine is 15 horse power. The firm manufacture large quantities of all kinds of

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stoves, and employ about twenty men, mostly practical stove-moulders. They use Lake Superior Iron with a mixture of Scotch. The foundry buildings are of brick, and the whole concern has the appearance of permanency and thrift which give earnest of success. We have been informed that their stove plate is vastly superior to that manufactured at the East, being much stronger and of better material. Such establishments as this should be encouraged by our citizens and patronized in every possible way. There is a great advantage in purchasing stoves at this foundry, as the models are always on hand, and if any part becomes broken, or out of order, it can be at once repaired at the foundry. Ganson & Co. invite the public to inspect their factory and see what can be done in Detroit.

**Cooperage.**

Light cooperage has been duller than last year, owing to the limited demand for apples and potatoes; still the trade may be called fair. Towards winter barrels for packing beef were so scarce that the market for beeves became actually depressed in consequence. They are now \$1.12½, against 90c@1.00 a year ago. Flour barrels 25 @30c, against 30@35½ a year ago.

**The Copper Interest of Michigan.**

This great interest of Michigan was first brought into public notice by the enormous speculations and the mad fever of 1845. The large spur of country which projects far out into the lake, having its base resting on a line drawn across from L'Anse Bay to Ontonagon, and the Porcupine Mountains for its spine, became the El Dorado of all copperdom of that day. In this year the first active operations were commenced at the Cliff Mine, just back of Eagle river harbor. Three years later, in 1848, work was undertaken at the Minnesota, some fifteen miles back from the lake at Ontonagon.

The history of the copper mines on Lake Superior shows that even the best mines disappointed the owners in the beginning. We give the facts relative to the three mines at present in the Lake Superior region to illustrate this. The Cliff mine was discovered in 1845, and worked three years without much sign of success; it changed hands at the very moment when the vein was opened which proved afterwards to be so exceedingly rich in copper and silver, producing now on an average 1,500 tons of stamp, barrel, and mass copper per annum.

The Minnesota mine was discovered in 1848, and for the first three years gave no very encouraging results. The first large mass of native copper of about seven tons was found in a pit made by an ancient race. After that discovery much money was spent before any further indications of copper were found. This mine yields now about 2,000 tons of copper per annum.

The same has been experienced at the Pe-

wabic Mine. That mine commenced operations in the year 1855, with an expenditure of \$26,357, which produced \$1,080 worth of copper; the second year it expended \$40,820, and produced \$31,492 of copper; in 1857 \$54,484 of expenses produced \$44,058 worth of copper; in 1858, the amount expended was \$109,152, and the receipts for copper \$76,538.

The Pewabic will undoubtedly take its place among the dividend-paying mines of the present year.

It is scarcely twelve years that mining has been properly commenced in that remote region. At that time it was difficult, on account of the Rapids of St. Mary's River, to approach it by water with large craft. Being more than a thousand miles distant from the centre of the Union, destitute of all the requirements for the development of mines; every tool, every part of machinery, every mouthful of provisions had to be hauled over the rapids, boated along the shores for hundreds of miles to the copper region, and there often carried on the back of man and beast to the place where copper was supposed to exist. Every stroke of the pick cost tenfold more than in populated districts; every disaster delayed the operations for weeks and months.

The opening of the Sault Canal has changed all this and added a wonderful impetus to the business, the mining interests, and the development of the Lake Superior country. Nearly one hundred different vessels, steam and sail, have been engaged the past season in its trade, and the number of these is destined largely to increase year by year, an indication of the growth of business and the opening up of the country. For the growth in the copper interest, we have only to refer to the shipments from that region year by year. These, in gross, are as follows:

1853.....	2,535 tons.
1854.....	3,500 "
1855.....	4,514 "
1856.....	5,357 "
1857.....	6,094 "
1858.....	6,025 "
1859.....	6,245 "
1860.....	8,593 "
1861, 61½.....	8,408 "

The same facts of development would hold generally true with regard to the other industrial interests of that vast country.

Marquette, Portage Lake, Ontonagon, Copper Harbor, Eagle River, and Eagle Harbor, and the mines adjacent, are almost the only places where the primeval forests have been cleared to afford a field for the enterprise of man. Judging from the events of the past ten years, it is impossible to conjecture what the country may become in the future. It is already ascertained beyond cavil that it possesses agricultural capacities of no less character, contrary to the generally received opinion that obtained until comparatively a recent date, an opinion that was assented to

without due inquiry into the real state of the case. In a good share of the country, including many localities contiguous to the mines, farming can be profitably conducted. Within the last two or three years several settlements of farmers have been formed a few miles south of Marquette, whose success has exceeded their anticipations. Here there is a large tract of very desirable country, the soil being a rich loam, the timber mostly good sized maple, the face of the land comparatively even, with springs of the best water on almost every quarter section. The land is for the most part subject to private entry, or pre-emption. When we bear in mind the important consideration that there is close at hand a market at high prices for all that can be grown, the inducements to settlers certainly assume a peculiarly inviting character. The locality we have described is not an exceptional case; there is a very extensive region south of the mines, possessing an exuberant soil, and every requisite for successful farming. All that is wanted is good roads, which we doubt not our Legislature will make provision for at no far distant day.

The Copper region is divided into three Districts, viz.: the Ontonagon, the most northern, the Keweenaw Point, the most eastern, and the Portage Lake, lying mostly below and partially between the range of the two. In the first are situated the Minnesota, the Rockland, the National, and a multitude of other mines, of lesser note, profit or promise. In the second are the Cliff, the Copper Falls, and others. In the last are the Pewabic, Quincy, Isle Royale, Portage, Franklin and numerous others. Each district has some peculiarities of product, the first developing more masses, while the latter are more prolific in vein-rock, the copper being scattered throughout the rock.

There have been since 1845 no less than about 120 Copper Mining Companies organized under the general Law of our State.—The amount of capital invested and now in use, or which has been paid out in explorations and improvements, and lost, is estimated by good judges at \$6,000,000. The nominal amount of capital stock invested in all the companies which have charters would reach an indefinite number of millions. As an offset to this it may be stated that the Cliff and Minnesota mines have returned over \$2,000,000 in dividends from the beginning of their operations, and the value of these two mines will more than cover the whole amount spent in mining, and for all the extravagant undertakings which have been entered upon and abandoned. While success has been the exception and failure the rule in copper speculations, yet it must be admitted that these exceptions are remarkably tempting ones.—

Doubtless there is immense wealth still to be developed in these enterprises, and this element of wealth in the Lake Superior region is yet to assume a magnitude now unthought of.

Until last year, the copper was all smelted in this city, Cleveland, Pittsburgh and Boston, the Detroit works being the largest. Last year the works at Portage, the enterprise of a Boston Company, were completed.

Early in the spring, the demand for copper being lighter than usual, the mines unfortunately reduced their force. Subsequently the demand greatly improved, and under a light supply the market for ingot advanced from 17½c. in April, to 23½c. by the middle of December. It is quite possible, however, that if the supply had not become diminished, the advance would not have been so material.

The amount of copper received and smelted at the Detroit Smelting Works last season was exactly 4,200 tons. We believe the amount respectively from each district was as follows:

Ontonagon, tons.	2,536.
Portage Lake, tons.	1,674.
Total.	4,200

The copper from the following mines is smelted in Detroit: Ontonagon District—Minnesota, Rockland, Superior, Nebraska, Knowlton, Evergreen Bluff, and, we believe, the Bohemian and Bidge. Portage District—Quincy. Keweenaw Point—Central, Phoenix, and possibly one or two more.

Last season 2,500 tons of copper ore from the Wellington Mines, Lake Huron, was received here and forwarded to London, England, to be smelted there.

**The Iron Interest of Michigan.**

Our State is gradually but surely taking the rank to which she is entitled as regards both the manufacture and production of iron. The first shipment of pig iron of any consequence was made by the "Pioneer Iron Company," in the fall of 1858. Dr. Russell, of this city, whose works went into operation about four years and a half ago, has steadily turned out large quantities.

The Lake Superior iron has been proclaimed the best in the world, a proposition that none can successfully refute. Its qualities are becoming known in quarters where it would naturally be expected its superiority would be admitted reluctantly, if at all. It is now sent to New York and Ohio, and even to Pennsylvania—an agency for its sale having been established in Pittsburg. For gearing, shafting, cranks, flanges, and, we ought by all means to add, car-wheels, no other should be used, provided it can be obtained. Important as the subject is money-wise, when life is at stake, the former consideration shrinks into comparative insignificance. The cause of the breaking of the machinery of the

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steamers plying upon our neighboring waters, has been in nearly or quite every instance traced to some defect in the iron, and would have been avoided if Lake Superior iron had been used.

Messrs. O. Kellogg & Co., of this city, have recently turned out a cinnen for the United States from this iron. They pronounce it the best material in the world for this purpose, which opinion they maintain by an array of incontestible facts.

A large amount of capital is invested in the Iron interest in Michigan, as the following figures prove:

Companies.	Capital.
Pioneer.....	\$150,000
Jackson.....	800,000
Collins.....	150,000
Cleveland.....	800,000
Lake Superior & Iron Mountain R. R. Co	700,000
Northern Michigan Iron Co.....	110,000
Wyanadotte Rolling Mills.....	225,000
Eureka Iron Co.....	117,500
Dr. G. B. Russell & Co's.....	60,000
Detroit and Lake Sup. Iron Manufao. Co.	90,000
Ford & Philbrick's Steam Forge.....	25,000
	<b>\$2,238,000</b>

Marquette is the only point on Lake Superior where the iron ore deposits have been worked. There are deposits of iron in the mountains back of L'Anse, but this wonderful region leaves nothing more to be desired for the present. At a distance of eighteen miles from the lake, are to be found iron mountains named the Sharon, Burt, Lake Superior, Cleveland, Collins and Barlow, while eight miles further back lie the Ely and St. Clair mountains. Three of these mountains are at present worked, the Sharon, the Cleveland, and the Lake Superior, and certain enough ore to supply the world for generations to come. The mountains further back embrace tracts of hundreds of acres rising to a height of from four to six hundred feet, which there is every reason to believe, from the explorations made, are solid iron ore. The extent of the deposits is perfectly fabulous, in fact, so enormous as to baffle computation. The ore, too, is remarkably rich, yielding about seventy per cent. of pure metal. There are now in operation at Marquette three Iron Mining Companies and two blast furnaces for making charcoal pig iron, the Pioneer and Collins. The Pioneer has two stacks and a capacity of twenty tons pig iron per day; the Collins one stack, capable of turning out about eleven tons. The Northern Iron Company has recent built a large bituminous coal furnace at the mouth of the Chocolate River, three miles south of Marquette.

Each of the mining companies, the Jackson, Cleveland, and Lake Superior, have docks at the harbor for shipment, extending out into the spacious and beautiful bay which lies in front of Marquette to a sufficient length to enable vessels of the largest dimen-

sions to lie by their side and to be loaded directly from the cars, which are run over the vessels and "dumped" into shutes, which are made to empty directly into the holds.—The process of loading is therefore very expeditious and easy.

The quality of the iron of Lake Superior is conceded by all to be the best in the world, as the analysis of Prof. Johnston, which we reproduce, shows. The table shows the relative strength per square inch in pounds:

Sallebury, Conn., Iron.....	58,000
Swedish (best).....	58,184
English cable.....	58,103
Centre county, Pa.....	58,400
Ess-x county, N. Y.....	59,952
Lancaster county, Pa.....	59,661
Russia (best).....	76,089
Common English and American.....	80,000
Lake Superior.....	89,532

The manufacture of pig iron at Marquette will probably be carried on even more extensively as the attention of capitalists is directed to it. The following may be considered a fair statement of the cost of producing one ton of pig iron at the Pioneer Iron Co.'s works:

1 1/2 tons iron ore, at \$1 50 per ton.....	\$2 50
125 bushels charcoal at 7 cents per bushel..	8 75
Fluxing.....	50
Labor.....	2 50
Incidental expenses.....	1 00
Cost at the works.....	15 00
Freight on R. R. and dockage.....	1 87

Cost on board vessel.....\$16 88

The quantity of wood required for charcoal for both furnaces, is immense. The Pioneer furnace requires 2,500 bushels of coal in twenty-four hours; and in blast as they are, day and night, for six months, and at a yield of forty bushels of coal to a cord of wood, it would require 15,000 cords of wood to keep them going. The company has had 120,000 cords chopped this season. This vast consumption of wood will soon cause the country to be completely stripped of its timber. Coal will then come into use. The business of manufacturing pig iron may be extended indefinitely, as the material is without limit.

These facts exhibit the untold wealth of Michigan in Iron alone, and point with certainty to an extent of business that will add millions to our invested capital, dot our State with iron manufactories of all kinds, and furnish regular employment to tens of thousands of our citizens, while our raw material and our wares shall be found in all the principal markets of the world.

But few interests have suffered this year in an equal degree with that of iron. The shipments of ore, which had rapidly increased to 120,000 tons in 1860, fell off this season to about 30,000 tons. The establishments on Lake Superior weathered this great and unlooked for depression, and have kept at work, though on a somewhat reduced scale. At a rough guess there is at present 25,000

tons on the docks. At Marquette, mining has been prosecuted only to a very limited extent, the ore being just as well in its native bed as out of it, as matters stood.

In sympathy with the general upward tendency in other interests, iron has recently shown a decided improvement, having come up within the past six or seven weeks from \$25 to \$30 per ton, with a strong demand for domestic consumption. The prospect, from present indications, is certainly good for the ensuing year.

It is a burning shame to Detroit that thousands and thousands of tons of iron ore should every year pass by our city, with the unrivaled manufacturing advantages we possess, (not those we "erjoy.") A large proportion of this ore is taken to Pittsburgh, and up the Niahening valley, and some of it carted into the country, where it is smelted, and in due time is landed here by the steamers Ocean and May Queen in the shape of manufactured iron. Detroit ought to manufacture all the iron and rails for the entire West.

The following are the present current rates of pig iron in the Detroit market :

Lake Superior, . . . . .	
Scotch pig, . . . . .	
Masillon, . . . . .	
Hanging Rock, . . . . .	

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**Shipbuilding in Detroit.**

This important business is very brisk in our city at present, and our shipyards present an animated appearance, great numbers of hands being at full work in them. In Campbell & Owen's yard, two schooners have been built, one of 400 and the other of 300 tons burden; also two steam-tugs. This is all the new work which has been done by this firm, but the repairing of steamboats and sail-vessels has been carried on very extensively by them this year, 60 hands being employed during the summer. At present there are 85 hands in full employment in their shipyard. The timber used is nearly all the growth of Michigan, the hulls being of white oak, and the decks and cabins, &c., of pine. The Michigan white oak is very valuable for ship building, and is considered by competent judges to be as lasting as the Southern Live Oak, which is used in the U. S. Navy, and is procured at an enormous expense. In addition to the schooners being built by Campbell & Owen, Boston & Dunstall are building one of 260 tons, Mr Jones and Mr. Clark one each, of 400 tons respectively. We have been informed that other vessels will be put on the stocks in spring, as the Lake Marine was not found equal to the carriage of the immense freights of minerals, lumber and grain, which were offered for transportation during the past season. Detroit has many facilities for shipbuilding which are not to be found in other cities, for in addition to the excellent timber produced in the vicinity, the extensive forges and foundries in the city are capable of furnishing iron work and machinery of the best kind. If the docks of the Welland Canal were larger, vessels of much greater size than those at present used would

be built for the Lake and Ocean trade. The present complication with England points out the necessity of a ship canal at Niagara.

**The Wyandotte Rolling Mill Co.**

This company has made, during the year, 5,000 tons T rail, 2,200 tons merchant iron, 300 tons boiler plate, 300 tons spikes and rivets, 75 chains, also a large number of shafts and cranks for steamers and propellers.

They have used, during the year, 13,000 tons of coal, and have paid the hands employed in the mills, for labor, \$75,000.

The works now include a rail mill, merchant mill, boiler mill, a spike machine, for making all sizes of railroad and ship spikes, and rivet machines for making boiler rivets. Also, two hammers, one (the largest in the West) for making shafts, cranks, &c., and welding the boiler plate, and a smaller one for axles.

Chain has been manufactured by hand for the last two years, but the demand has increased so rapidly that the company have been forced to purchase an improved machine, and in the course of a month will be able to turn out a sufficient quantity of chain to supply the market at lower rates.

**Steam Forge.**

The extensive steam forge of Ford & Philbrick is located on the river side, above the Marine Hospital, in the immediate vicinity of Ganson's Stove Factory and the Iron Smelting Works. This forge contains two steam hammers and one stationary engine. The largest hammer weighs 2,500 lbs., and will forge a shaft 20 inches in diameter; the small hammer weighs 1,000 lbs., and is principally used for forging railroad car-axles and small shipwork, locomotive frames, piston and connecting rods, &c. Shafting of every length and size, and all kinds of hammered shapes are made in these works. Lake Superior iron and a mixture of scrap iron are used in this forge. This is one of the most complete establishments of the kind on the Lakes, and it is alike creditable to its enterprising proprietors and to the city of Detroit. During the past year it has been principally employed on ship-work.

**Eureka Iron Co.**

This company, have made, during the last year, 2,262 tons of pig iron, 82 tons of castings, and forty tons of salt kettles. Went out of blast the middle of September. They are now putting a cupola furnace in connection with their works for the purpose of manufacturing salt kettles, a new branch of business growing out of the discovery of salt at Saginaw.

**Vinegar.**

One would scarcely believe how large an amount of vinegar can be made and sold in a place of any considerable size. The number of barrels of vinegar sold in this market, cannot be less than five thousand, most of which is made in the city. It is also made in many other places in the

State from places come here.

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large an amount in a place of any f barrels of wine be less than five de in the city er places in the

State There is, however, a small portion brought from Cincinnati, Pittsburgh, Cleveland, and other places, and a smaller portion *branded* as having come from abroad, which is really manufactured here.

Vinegar is a cheap luxury—for with many it is a luxury—as many kinds of meats and vegetables, Oysters and Lobsters receive much of their delicacy of flavor from its use.

It is generally believed that the best vinegar may be made from *wine*, but the great scarcity of wine in this country prevents its use almost entirely for that purpose. But in many parts of the United States, cider being plenty, has been used as a substitute to a great extent, and although it does not make as strong vinegar as wine, it has been found to possess nearly all the properties for pickling, both for vegetables and meats. It is, no doubt, possible to take too much vinegar or other acids into the stomach, yet with most robust constitutions, vinegar conduces to health, and assists digestion, and the cases are rare, where any bad effects are felt at taking too much. In those countries where grapes are abundant, and wine is made largely, it is not surprising that vinegar should be abundant and very excellent; and with our large apple crop, although we do not make as *fine* vinegar, we are enabled to manufacture it in unlimited quantities.

*Manufacturing* does not necessarily involve the use of any poisonous mixture. Any process which will expose every drop of saccharine or farinaceous matter to a warmer atmosphere, will greatly add to its strength in any given time, and the longer it stands the stronger it becomes, having gathered a great portion of its acid from the atmosphere alone. A failure to make good vinegar, like a failure to make good bread, may be produced from a great variety of causes. There may be too much or too little saccharine or farinaceous matter, an undue proportion of heat or cold, in fact experience will be found necessary to succeed certainly in making vinegar in any very short length of time. Many families are surprised after putting a barrel of good cider in the cellar in the fall, that the next summer it is not good vinegar; and their surprise is greatly increased when after a year, and sometimes after two and even three years, it is still found to lack that flavor good vinegar should possess. But if at first it had been reduced one half or more with water, and subjected to some process of filtration or exposure to the atmosphere, it would in a few weeks or months have become an excellent vinegar.

Although in this country good vinegar is always afforded at a low price, yet many attempts have been and are daily made to make it by some still cheaper process, the result of which is the introduction of essential oils, sulphuric or other mineral acids, and the production becomes a filthy, poisonous mixture, which, although it resembles a good vinegar, has not the wholesome curing properties, and differs as far from that fine, rich, pleasant flavor, as good old French brandy differs from a miserably drugged American substitute.

**Gypsum.**

Among the rich mineral productions of Michigan, Gypsum holds an important position, as the

fertility of the soil, and the success of various crops depend more or less on the application of the manure. The extensive beds at Grand Rapids were discovered about sixteen years ago, and a mill for grinding the plaster, was almost immediately erected, but up to 1856, the quantity of this product disposed of, was not very considerable, as the means of conveyance into the interior of the State was not adapted for the carriage of such heavy freight. In 1856 the "Emmett" mill was built and in 1857 the "Eagle" mill was erected and put into operation, and the manufacture of plaster may be said to have commenced on a large scale, considerable quantities being sent, not only into various parts of Michigan, but also into Wisconsin, Illinois, Indiana, &c. In 1860 all the Companies owning the plaster mills at Grand Rapids fused into one joint stock Association, with a capital of \$500,000.

The stratum of gypsum at Grand Rapids is about thirteen feet in thickness, and extends over nearly 700 acres, offering an almost inexhaustible supply of this valuable mineral. When taken from the mine it is generally piled up in large blocks and suffered to remain for several months exposed to the atmosphere, that some portion of the water which it contains may be carried away by evaporation. When taken to the mill the large lumps are broken with heavy hammers, and then the plaster is passed through two run of stone, the first of which crushes it into small pieces, and the last reduces it to powder. There is but one plaster mill in Detroit and this is exclusively employed in grinding Ohio plaster, 2,500 tons of which is generally manufactured in the season, also 1,000 tons of calcined plaster. All of this is sold to parties in this State, principally on the line of the Michigan Central R. R. Ohio plaster is manufactured in Detroit in preference to that of Grand Rapids, because on account of the water carriage, the former can be laid down at the mill at a lower rate than the latter. The railroads of Michigan have adopted a reduced Tariff for the carriage of plaster in order to bring it within the reach of the farmers in the principal agricultural districts of the State. The good results of this arrangement are already apparent in the vast increase of freight on the various lines alluded to. There can be no doubt but the large quantity of plaster applied to the crops has increased the acreable produce of the soil wonderfully, and taxed the abilities of the managers of the railroads to find conveyances sufficient to move it. According as the interior of the State becomes opened by railroads and plank roads, &c., the consumption of plaster and the produce of the soil will be increased in a very great degree.

The advantage of gypsum over other lime manure is that it is more easily dissolved and made fit to enter with the substance of plants, and that it only requires pounding before application to the soil, and does not require burning like other lime. In one hundred parts of uncalcined plaster or gypsum, there are generally of

Sulphuric acid.....	48 parts.
Lime.....	33 "
Water.....	20 "

It has been decided by frequent experiment that the drier the soil, the more adapted it is for gypsum, and that it is totally unfit for wet, un-

drained land, and is most serviceable on soils which are deficient in sulphate of lime. As gypsum is soluble, it should not be applied to the soil in wet weather, lest it be washed away too soon, nor in great drought, as it cannot then be dissolved and taken up by the roots of plants. It should be applied at a time when the soil is neither too wet nor too dry, and in calm weather.

The plaster interests of the Grand River Valley were consolidated last year, under very favorable auspices. Mr. Fisher, Sen., the head of the old and wealthy East India House of Fisher & Co., Boston, was elected President, Charles H. Stewart, of New York, Vice President, James W. Converse, of Boston, President of the Mechanic's Bank of Boston, was appointed Secretary, and William Hovey, Esq., of Grand Rapids, Treasurer. In hands such as these there can scarcely be a doubt but the plaster interests of Grand Rapids will prosper, and in the course of time be fully developed.

The shipment sales of the Company for the year ending Dec. 1, 1861, have been as follows:

6,800 tons ground Land Plaster.  
2,300 barrels ground Land Plaster,  
1,250 tons Plaster Rock,  
4,700 barrels Calcined Plaster.

There were on hand at that date 7,000 tons of Plaster Rock. The sales for the year have been lighter than usual. The Eagle Mill, owned by Hovey & Co., has done one third more business some previous years, than the three mills combined did the last. This falling off was occasioned by various causes, and in all probability will be only temporary. From the facilities afforded by Railroad Companies last year, large quantities of this valuable manure were distributed through Michigan, Wisconsin, Indiana, and Illinois, and a good many of the dealers in the article laid in stocks which are not yet exhausted. The good results which have followed in almost every instance where the manure has been applied to the crops during the past year, will no doubt induce farmers to make use of it extensively in 1862.

The Eagle Mill does the majority of the shipping business. The old mill supplies the local trade, which is principally carried on with teams. The facilities for mining and manufacturing are now such that the business could be increased to an almost unlimited extent. The mines are almost inexhaustible, and facilities for transportation are all that are required. Such cannot be obtained until the Grand Rapids and Indiana Railroad will be completed. When that is opened the plaster trade of Grand Rapids will be increased 200 per cent. At present the shipments of plaster from Grand Rapids to the central and southern parts of Michigan must all come around by Detroit, which renders it almost impossible to compete with the Ohio plaster, which is brought by vessel as ballast, and must be got rid of, no matter whether the price received be remunerative or not. It is now generally admitted that the plaster of Michigan as a fertilizer, is superior to that of any other State.

#### Seeds.

The trade in clover seed last spring proved highly satisfactory, a fact due in a great measure to an improved demand for the

Canada market. In former seasons the demand for that trade has been fair, but last spring there was a very decided improvement. The great bulk of our Canadian shipments went to London and Toronto. A single house shipped over a thousand bushels to London within two weeks. Early in the season there was also a considerable amount shipped to New York, but at a later period there was no margin.

Clover was quoted in February at \$3.62@ \$3.75, but early in March the demand was good at \$3.80, and March 18th at \$4.00@ \$4.12. April 15th clover sold at \$3.75 from wagons, and early in May there was a good demand at \$4.00@ \$4.12.

Timothy opened in March at \$2.50, with a very scanty stock. About the middle of March \$2.75 was paid, but about the close of the month the price receded to \$2.50.

#### Garden and Farm Seeds.

There are two houses in Detroit engaged exclusively in the sale of Garden and Farm seeds, by wholesale and retail. These are Gardner & Co., on Woodward Avenue, and Bloss & Co., Monroe Avenue. The former do a large business, sending out large quantities of seeds to Canada West, Northern Ohio, Indiana, Illinois, Wisconsin, and every part of Michigan, also to the eastern part of Iowa and Minnesota. They import from England annually about eight tons of seeds, principally turnip, cabbage and flower seeds, at a cost of nearly \$5,000. The bulk of this stock is raised for them by the most careful growers in various States, principally in Connecticut, New York, Ohio and Michigan. Peas are generally received from Canada, as the growth of that province are generally of excellent quality, and free from that destructive insect, the bug. During the past year they have sent out about 4,000 boxes of seed varying in value from \$10 to \$100 each, averaging about \$20, and amounting to about \$80,000. They have employed about 25 hands daily, during the winter, in putting up and packing seeds for the market, and four travelling agents are engaged for four months in the year, in settling up accounts and soliciting orders. Gardner & Co. also do a fair trade in Clover and Grass Seeds.

In filling orders during the past season, they have used

4,000 lbs. Beet seed.  
6,000 lbs. Ruta Baga seed.  
2,000 lbs. Onion seed.  
2,000 lbs. Carrot seed.  
1,000 bush. Garden Peas.  
1,500 lbs. Cucumber seed.  
1,000 lbs. Melon seed.  
800 lbs. Squash seed.

Bloss & Co. employ a large number of hands in packing seeds, &c. They send out about \$45,000 worth annually, but as they have not furnished us with data, we cannot give any particulars connected with their business.

#### Feeds.

Last summer was a remarkably dull season for feed, it being almost an impossibility to effect sales of any consequence. The nominal rates then for store ranged from \$6.50 to \$7.50 for bran. About

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Oct. let the trade started to new life, and prices advanced to \$3.50@3.90 for bran, and \$10.00 to \$11.00 for coarse middlings, at which figures there was quite a brisk demand throughout the entire season. The present store rates are \$9.00 for bran and \$11.00 for coarse middlings.

**Apples.**

The apple crop of Michigan has not been so large last season as in 1860, although the produce was good in some localities. The apples marketed in Detroit are all raised in Michigan, the bulk of the supply coming from the old settled counties in this vicinity, Wayne, Oakland, Macomb and Washtenaw. The counties west of the above-named, and situate on the railroads generally send their fruit to Wisconsin and Illinois. The best apples brought into the Detroit market are from the neighborhood of Plymouth, as the farmers in that locality have orchards stocked with the best varieties of fruit.

The principal part of this year's crop has found a market in Cincinnati—the varieties grown in the vicinity of that city being for the most part early, and unsuited for winter use. About 15,000 barrels of apples have been shipped during the season just past from the four houses we have named. A large quantity has been used in the city, and a considerable portion exported to Canada and the Lake Superior country. The apples of Michigan are generally of excellent quality. The old orchards produce a good deal of inferior fruit, but the annual exhibition of fruit at the State Fair has had a wonderful effect in stimulating our farmers to procure the best kinds of fruit trees, and all the new orchards contain an excellent selection of the best and most approved varieties of apples and other fruits.

**Peas.**

Our sole receipts of this staple are from Canada. The market has been generally very quiet the past year, but within the past six or eight weeks there has been considerable inquiry. The price has ranged from 50 to 75c, the highest figure being about the present price.

**Salt.**

The market for salt continued very quiet at \$1.45 for coarse and fine until about Nov. 15th, when it advanced to \$1.50, at which it remained until the 15th of December, after which it advanced very rapidly, owing to extreme scarcity, until it reached the present price, \$1.75 for fine and \$2 for coarse. Dairy sold all summer at \$2.40; it is now \$2.75.

Our dealers have made it a point to keep prices within moderate bounds, but the advance this fall was owing to circumstances entirely beyond their control. Large supplies of Onondaga salt have been forwarded to Cincinnati and other points on the Ohio that have heretofore derived their supplies from the Kanawha, while considerable has been shipped to New York, on account of the tariff on the foreign article. There is also an enormous increase in consumption, which is said, amounted to 100,000 barrels in Chicago in November alone. Mr. Stimson, the Detroit agent of the Onondaga Company, has sold 35,000 barrels since last June, an increase of 10,000 barrels over last year.

The rates of local freights work against the introduction of salt from Saginaw. About 7,000 barrels were received from there during the year.

**Lime and Stone.**

There are seven dealers engaged in this important branch of business, and the amount of lime sold is about 90,000 bushels. The amount of stone used, exclusive of that converted into lime, is about 2,000 cords. Prices are unchanged from 1860. The Lake Superior demand was very light, and copper falling low, the mines suspended all improvements not indispensable, while owing to the unfavorable aspect of the times, there has been less building in Detroit, and a lighter country demand than usual. Block stone is imported into Detroit from Cleveland, Vermillion and Marblehead. That from the latter is limestone, and that from the former sandstone. Our new jail is to be built of Marblehead stone. Flagging is brought from Medina and Cleveland. Both are largely used, and both well liked.

**Coal.**

With the exception of Blossburg, Lehigh, and Scranton, in which some little advance was induced this fall by high freights, the market has been steady, with generally a rather advancing tendency towards the close of navigation, as is usually the case. The present rates are as follows:

Blossburg.	87 25
Lehigh.	8 50
Scranton.	6 50
Brier Hill.	4 75
Brookfield.	4 75
Ormsby.	4 75
Camble.	4 50
Mineral Ridge.	4 25

The aggregate of coal received by lake is 37,387 tons. The receipts of Jackson coal aggregate 1,998 tons; of Corunna, 502½ tons. Total, 39,887½ tons.

**Vessels Owned in Detroit District.**

The following is a complete list of the steamers and vessels at present owned in this District, with their tonnage:

STEAMBOATS AND PROPPELLERS.		Tons.	Tons.
Arrow.	373	Lion.	150
Ariel.	188	Mississippi.	1828
Argo.	111	May Queen.	698
Aibion.	133	Magnet.	266
Aura, C. G..	65	Milwaukee.	1113
Alida.	35	Michigan.	642
Ark.	309	Michigan.	43
Algoma.	71	Michigan.	52
A. Rossetter.	200	Midland City.	47
Bay City.	480	Mariner.	104
Belle Seymour.	430	Mineral Rock.	555
B. F. Bruce.	183	Montgomery.	925
Burlington.	385	Mary Belle.	123
Belle.	129	Melaw Chief.	85
Columbia.	169	M. H. Kyerson.	120
City of Buffalo.	2026	Newaygo.	30
Comet, No. 1.	46	Nebraska.	118
Croton.	55	Niagara.	16
Canada.	145	Ottawa.	317
Comet, No. 2.	143	Ocean.	1050
City of Cleveland.	788	Olive Branch.	145
Chilton.	110	Olive Branch.	71
Cliff Belden.	93	Plymouth Rock.	1991
C. W. Armstrong.	31	Planet.	1154
Clara.	77	Pearl.	281
City of Madison.	391	Pontiac.	68
Dispatch.	226	Princess.	107
Dispatch, 3d.	227	Pilot.	77
Earl.	227	Perle.	59

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Dart,  
Diss,  
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Forester,  
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Fox,  
Frank Miller,  
Gem,  
Gen. Taylor,  
Hercules,  
J. D. Morton,  
Indiana,  
Illinois,  
J. F. Porter,  
John Lathrop,  
James K. Kagle,  
Kansas,  
Little Eastern,  
John F. Ward,  
Geo. H. Parker,  
Huron,  
Zouave,  
  
Fame,  
H. B. Williams,  
Sardinia,  
  
Bay City,  
Mohagan,  
Bobt. Hollister,  
S. C. Walbridge,

Angelique,  
Avenger,  
Ariel,  
Anwich,  
Andover,  
A. Rust,  
Africa,  
Abram Lincoln,  
Brandywine,  
B. G. Allen,  
Bortrand,  
Belle Miner,  
Commencement,  
Cadet,  
C. Reeve,  
Conroy,  
California,  
Crevoia,  
Charles Sumner,  
China,  
Dolphin,  
Dial,  
Emory Fletcher,  
Empire,  
Eagle Wing,  
Eugenia,  
E. K. Gilbert,  
Experiment,  
Enterprise,  
Elva,  
E. J. Sexton,  
Emma,  
Fred L. Wells,  
Fortune,  
F. K. Miller,  
Fair Invader,  
Forest Rose,  
Freeman,  
Forwarder,  
Gulleim,  
G. Khen,  
Gen'l Pierce,  
Grand Turk,  
Game Cock,  
Gem of the Lake,  
George Foote,  
H. H. Day,  
Hubbard,  
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H. H. Brown,  
Hercules,  
Harvard,  
H. B. Steel,  
Harwich,  
J. A. Smith,  
J. Hubbard,

Tons.  
98 Quincy,  
68 E. A. Millett,  
17 Romeo,  
183 Baby,  
63 Beinecker,  
107 Ed Eric,  
384 Southern Michigan,  
462 Swan,  
191 Sea Bird,  
109 Sarnie,  
57 Stockman,  
30 Star,  
408 T. Whitney,  
364 Traffic,  
473 Carlton Jones,  
57 Union Express,  
927 United,  
60 Union,  
45 Western World,  
195 Western Metropolis,  
68 Windsor,  
53 Phila Parsons,  
161 Sam Lewis,  
109 Antelope,  
348 John Martin,  
108 K. F. Clinton,  
  
BARQUE,  
498 Marquette,  
114 Sonora,  
Superior,  
  
BRIG,  
268 Juna,  
420 John G. Deshler,  
345 Montezuma,  
372 Robt Burns,  
337 Pilgrim,

SCHOONERS,  
84 Wm. Tell,  
80 Black Hawk,  
45 John A. Sanders,  
122 John S. Miner,  
195 James McKay,  
328 Iva,  
253 John Rice,  
70 Kansas,  
48 Kit Carson,  
98 Little Belle,  
32 Lizzie Throop,  
20 J. K. Midmore,  
88 Levant,  
72 Lady of the Lake,  
282 Mary,  
367 Mary Williams,  
73 Margueritta,  
213 Magic,  
155 Meridan,  
61 Mary Jane,  
51 Mary of St. Joseph,  
161 Mary Kay,  
81 Mark H. Sibley,  
41 N. P. Goodell,  
382 Ocean,  
38 Orion,  
162 Oceana,  
52 Odd fellow,  
596 Ocean Wave,  
53 Plea,  
23 Palo Alto,  
40 Quickstep,  
169 Rainbow,  
372 Speed,  
58 Swan,  
57 Star,  
105 Starlight,  
190 Sea Bird,  
82 Saranac,  
170 Sir William Wallace,  
71 Somerset,  
64 Sardinia,  
327 Temperance,  
256 Traveller,  
33 Three Sisters,  
316 Tho's Dyer,  
50 Trial,  
241 Tom Lewis,  
54 Torrent,  
265 Tuscola,  
120 White Cloud,  
23 White Equall,  
119 Wm. A. Olinholm,  
72 Wyandotte,  
95 W. W. Willard,  
114 Zephyr,

Tons.  
390 J. F. Tracy,  
327 Peoria,  
359 Preble,  
361 Peiro,  
95 Col. Cook,  
1471 Ravenna,  
308 L. M. Mason,  
653 Spray,  
  
Charles Brown,  
Napoleon,  
  
Addain,  
A. Howes,  
Banner,  
Duncan Stewart,  
Dan Tucker,  
Enterprise,  
Enterprise,  
Forest,  
Foam,  
Flying Cloud,  
K. V. Brecht,  
Granger,  
Greyhound,  
H. S. Hyde,  
Harmonia,  
Harriet,  
Helen,  
Ino,  
Jo. Yates,  
L. B. Goldsmith,  
Marcelline,  
May Breeze,  
Industrie,  
Clark K. Rainsey,

Dover,  
Foam,  
Forest Maid,  
Frederick,  
Guerrilla,  
Little Dale,  
Liberator,  
Lookout,  
May Sun,  
Oygnat,  
Juno,  
  
The Lake-Atlantic Fleet.

Tons.  
177 Minnie,  
326 Guiribia,  
217 J. A. Anderson,  
309 Liberty,  
328 Curtis Mann,  
408 Hardi Barshard,  
340 Bill Stevens,  
42 Wyoming,  
  
sloops,  
20 Victory,  
20 Wyandotte,  
  
sloop schoonars,  
26 Margaret,  
70 Maine Law,  
68 Michigan Flower,  
25 Ocean Wave,  
38 Porcupine,  
56 Planet,  
23 Presque Isle,  
103 Pueblo,  
37 Keindeer,  
30 Scud,  
29 St. Joseph,  
68 Storm,  
29 Swallow,  
57 Swift,  
39 Speedy,  
57 Sultan,  
26 Wm. Barclay,  
128 Whitelesea,  
85 White Pigeon,  
109 Willow,  
30 Wetael,  
56 Yankee,  
50 Wm. Kelly,  
24

scoos,  
20 Morning Lark,  
37 Phantom,  
37 Prospect,  
25 Red Rose,  
20 Wm. A. Noble,  
20 Wm. James,  
27 N. N. N,  
52 Spanker,  
56 O. Rich,  
  
Owing to the prevailing high prices of lake freights, but few of our vessels have engaged in the foreign trade this year. We believe the only clearances from Europe are the bark Ravenna, brig John G. Deshler, schooners Col. Cook and Gold Hunter, and the barque Niagara. The last named cleared with a cargo of corn from Chicago. The others were all loaded by Detroit merchants, with wheat, and cleared from Milwaukee.  
  
Most of the large fleet from the lakes formerly engaged in the foreign trade have now returned. Concerning those respectively that have not returned, we will give our readers all the facts at our command. A few of them have become noted for their connection with some of the events of the rebellion. The barque D. O. Pierce, as will be remembered, was destroyed at Norfolk last spring, under circumstances that stamp the perpetrators as no better than pirates. The Typhoon belongs to the famous "stone fleet," and is, or was, recently owned by Fearing and Hinkley, of Boston. The Coatzacoalcos, (formerly America,) one of the steamers purchased by N. P. Stewart, of Detroit, and taken over the St. Lawrence, is in service in our Navy, and has been pierced for six guns on each side.

Tons.  
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380  
346  
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Her consort, the *Canada*, fell a prey to the rebels last winter, at New Orleans. The wrecking tug *Salvor*, which will be remembered by thousands in our Lake cities, was fitted up for a slaver, but matters did not work satisfactorily, and she embarked in the cattle trade between Brazos and Cuba, in which she was engaged up to the period of the commencement of hostilities. The schooner *Ada* was lost with a cargo of coal, last winter, between Hatteras and Cape Henry. The *W. B. Castle*, which was purchased by a Cape Cod owner, was, we believe, wrecked some time past. The *Indus*, which was also wrecked, was towed into Philadelphia and converted into a brig. The *Messenger* is at New York, condemned. The *Harvest* has been rebuilt, at Rio Janeiro and her name changed. The brig *Caroline*, of Detroit, as we have heretofore stated, has been sold in Liverpool. The *Clifton*, 150 tons, eight years old, was sold in New York a few days since, for \$2,000. The *C. J. Kershaw*, D. B. Sexton, Chiefstain, Black Hawk, and possibly one or two others, are still in the European trade. The *St. Helena*, was chartered last winter for the coast of Africa at a high rate per month, and went out with a cargo of lumber, but was lost.

We are indebted for most of the above facts to our friend Capt. Starkweather, formerly of the schooner *Grand Turk*, more recently a volunteer of the Union, one of the truest and most intelligent men that ever trod a ship's deck or shouldered a musket.

### Jobbing Trade of Detroit.

#### Groceries.

The year just closed has been one of novel experience to our grocery men. It commenced with unusual depression and dullness in trade. But few had the hardihood to launch boldly into the gloom that clouded business, by making purchases of any more than just sufficient to keep good an assortment.

The winter and spring were passed in discussing and meditating on the state of the country. The promise of good crops, as summer approached, and the realization of better profits, owing to an advance in the price of goods, infused a more cheerful tone, that increased purchases and sales.

For the first time in the history of the present generation of merchants, the energies of the country are directed to a war of great magnitude, and to providing the ways and means for its prosecution. A heavy tariff becomes necessary on articles heretofore free, and on other goods generally an increased duty. Speculation in goods commenced in eastern markets, which soon spread to the west, stimulated also by an ac-

tive and heavy demand for army supplies, and by the very large amount of money put into circulation by the Government, goods have advanced more than the increase of duties—and that without diminishing in any noticeable measure the demand or consumption. There has been a steady advance from the month of May on almost every article of groceries.

Teas in January could be had at from 40c for good common, to 60c for fine. In June prices ranged from 58c to 70c. In August, 70 to 80c; in September, 75c to 90c, and in November advanced to 85c and 100c—about 100 per cent. advance on a duty of twenty cents per lb. The advance is not in this article owing so much to the duty as to scarcity.

Coffee has not shown so much advance until very recently. The stock has been very large in New York, and is so still. It remained quite steady in price until September when it advanced 1c per lb, and 1c more in October, and fell 8c per pound in November on Rio, and more on Java and the better qualities of coffee. For Rio the price stood at 14c to 15c from January to September. It is now worth 20c and 21c. Java was sold at 17c in the early part of the year, and should now command 20c to 28c. The advance on most kinds of coffee is just equal to the duty.

Sugars were moderately low in the winter and spring. Brown sold at from 6½ to 7½c; crushed at 9, 9½, and 10c; coffee sugars at 8½ to 9½c. In May brown sugars fell off ½c per lb and white sugars 1c per lb. In July the decline was recovered. From August to September there has been a steady advance until 9 to 10c for brown sugar, and 11 to 12c are the market prices for the article.

Spices of all kinds have been rapidly increasing in price since the summer.

Pepper is 50 per cent higher, and now sells at 16½@17c.

Pimento is 100 per cent higher and sells at 12½@14c.

Cloves has advanced 100 per cent, and Cinnamon 50 per cent. Nutmegs only about 25 per cent.

Fruits and nuts are also higher. Raisins are from 50 to 75 per cent higher.

The last advance in the prices of goods was owing mostly to an anticipated large increase of duty, and a spirit of speculation. The duty having been increased on tea, coffee and sugar moderately, and the prospect of a foreign war being lessened, we think the highest point has been reached, unless the suspension of specie payments, and a very large circulation of paper money has the effect to further enhance prices.

The fact that merchants in the interior generally bought sparingly when in New York, and a restriction of credits there has in-

Tons.  
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280  
240  
83  
295  
197  
115  
333

97  
36

22  
30

46  
86  
22

34  
33

40  
43

48  
74

58

104  
22

26  
25

86  
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creased the demand for goods in this market. Sales have been larger, and with a large proportion of cash sales during the months of November and December than they have been in any two months in several years.

High prices will, no doubt, rule high until peace is restored and the banks resume specie payment.

#### Dry Goods Trade.

The summary of sales in the dry goods trade for the year will approximate to \$2,000,000, which is a fair showing. Of this sum the three jobbing houses which confine themselves to the wholesale business absorb \$800,000. We find some sixteen other firms, four or five of them occupying themselves more or less in the wholesale in connection with the retail trade—their sales averaging something over \$100,000 each.

The purchase of imported goods was not so heavy as in the preceding year, which may be attributed, first, to the unwarranted advance in foreign fabrics, outstripping in this respect domestic manufactures. The wholesale price of foreign woolen and cotton goods is full forty per cent. more now than one year ago; and the advance on domestic goods, if very nearly, is not as great. Another circumstance which has tended to diminish importations is, the unsettled mind of the country with respect to the war. Little doubt is felt in the North as to the final issue, but no one can tell what complications may arise in the course of its solution, and hence both the buyer and seller are wary in their intercourse.

A very gratifying change is taking place in respect to the kind of fabrics now called for by the bulk of the community. A few years ago, many of the prints sold at our stores were from English and French factories. Now our own manufacturers are uniformly supplying our market. With woolen goods, the change has not been so marked, but enough has taken place to show that but a short period must elapse before foreign delaines, merinos, broadcloths, &c., will be wholly supplanted by our American goods. This state of things is due entirely to our yearly improvement in the manufacture of these articles.

There are sound reasons why the jobbing trade should improve in this city from this time forward. First, the shortening of the term of credit to the country dealer, must have the effect to lessen the amount of his bills, and to make them more frequent. In such case it will hardly pay him, as formerly, to make his purchases in New York, even if the New York jobber showed as much alacrity in opening accounts with him, which he does not. Again, the system of short credits will make the trade between the jobber and country merchant a healthy and reliable one, diminishing the risks and losses of business to both parties, preventing an accumulation of unsaleable goods, and inciting the country dealer to avoid, in turn, giving long credit to his customers. Besides it is getting to be understood, that our Detroit importers can undersell those of New York—the expense of doing business in consequence of high rents, salaries, traveling agents, runners, and a generally ostentatious and costly system of conducting trade by the New Yorker contributing to this result.

Some of our most sagacious merchants are already looking for an amelioration in the price of cotton and woolen fabrics, predicated their conclusion upon the prospective efforts of our Government to open a path into the interior of cotton-land; the spasmodic attempts of some of the most violent of the rebel partisans to incite the South to destroy the crop not being regarded as of sufficient importance to moderate their views. That these prognostications may prove correct, if they operate to make peace within our borders, must be the common and heartfelt wish of the country.

#### Hardware, Iron and Nails.

There are some interesting features connected with this trade during the past year. The jobbing sales may possibly have fallen off, say twenty per cent., but the business having been done nearly for cash, was more healthful, if less balance has been shown to the profit side from the books. We find, by thorough inquiry, that from year to year, and this last year especially, foreign manufactures of iron are steadily being replaced by superior articles of American make. This remark may not only be applied to cutlery, but to most of shelf goods; such as screws, bolts, carriage springs, edge tools, files, butts and hinges, saws, and, in fact, the majority of articles that lay upon the shelves of a store, containing a well-assorted stock. We gave the estimate of sales last year as \$1,000,000. We might put it this year at \$800,000, with the observation that country buyers no longer seek, as formerly, to buy for the purpose of parading a large stock, because it could be obtained on long time, but rather to furnish themselves with such articles as meet with ready sale, in order to keep their credit with shorter paper good. This course insures to the country dealer a more healthy trade, while it is infinitely more satisfactory to the jobber. But it is not only from shelf goods that American artisans have reaped a substantial profit during the past year. The trade in sheet-iron, from boiler iron down to No. 30, which has heretofore been exclusively of English manufacture, has been entirely conducted with American mills, and we are obtaining to-day, for four cents per pound, an article of boiler iron from American shops, far superior to any we could obtain from the English market at four and a quarter cents; thus demonstrating in this instance at least, the advantage of a protective tariff to our home manufactures. Our appliances for the manufacture of bar iron, railroad iron, ship chain, &c., are steadily accumulating, and we have the satisfaction to know that the fine quality of iron that comes from the mines of this country, and especially from the Lake Superior district, enables us, when fairly put in competition with foreign manufacturers, to carry off the palm. A few years ago, foundries scarcely thought of casting anything without a large admixture of Scotch or Rosse, or some other foreign iron; whereas, now they cannot assure themselves of perfect success without Lake Superior, Pennsylvania or some other American brand, forms the major portion in the furnace.

The Wyandotte Rolling Mills Company report a large increase of sales over last year. This is owing, in some degree, to the successful efforts of the Company to introduce branches of iron manufacture other than railroad and bar iron. They

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are now making wrought spike, to which there is nothing superior known; and the same might truthfully be said of their chain cable and boiler iron. We understand, moreover, that they are just about entering upon the fulfillment of a contract to supply our Government with a quantity of columbiads; which, if made of the ductile and tenacious Lake Superior iron, may surely be relied upon wherever iron is trusted.

We have no change to report either in the number or style of the firms that have been engaged in the iron business during the past year, with, perhaps, one gratifying exception. Messrs. Ganson & Co. have erected a number of commodious buildings in the upper part of the city, for the manufacture of stoves. These gentlemen have been the pioneers in this business here, and it gives us pleasure to say, that although but a short time in operation, they are already reaping an abundant reward for their enterprise. It requires no soothsayer to predict that, with iron in abundance, fuel cheap, and good facilities for transportation, Messrs. Ganson & Co. will be successful, and our merchants content if they do no more than save the freight from the eastern market, on all stoves that are sold here.

#### The Crockery Trade.

Nothing especially remarkable has transpired in this branch of trade during the year past. The sales may be set down as rather below the average—say \$150,000 in our four principal houses. In common with other branches, however, our crockery merchants have sold only for cash and short paper, and the result is, they are in a more blissful state of feeling than they would otherwise be with their diminished sales. One of our merchants, at least, with characteristic enterprise, has this year, as for several years past, imported English crockery, directly from the manufactories, per our lake vessels. If the cheapness of transportation has not more than counterbalanced the delay, it must be satisfactory for him to reflect that he has done his portion towards fostering direct trade with Europe. A clear seer may discern in the vista of the future that, with slightly increased facilities for a large trade, (if no war intervene) direct European and other foreign commerce with our lake cities will equal the present commerce of our seaboard.

A goodly portion of the goods in our crockery stores is now from American workshops, viz:—glass-ware, almost uniformly; cutlery, the greatest part; brittania, iron and pewter ware; lanterns; earthen and yellow ware. We have seen specimens of this last description of goods from American artisans, the *intrinsic* beauty of which would compare favorably with any table ware known; although, of course, not being in the present style, it must wait to be appreciated. A crockery merchant, in conversing with us a few days since, gave it as his opinion, that were our best yellow ware manufactured in England, the American people would at once become enamored with it, and use it to the exclusion of all other ware for the same purposes. Should a demand arise, we could undoubtedly furnish forms of this ware requisite for every domestic use:

#### Boots and Shoes.

Since our last Annual Report the boot and shoe

business seems to have been falling into fewer hands. There is a smaller number of firms in the business than in either 1859 or 1860.

Our home manufacture has increased considerably and the whole business has not been diminished. Some firms are now making more than one-half of the goods they sell, and there are more journeymen employed than in any former year.

The facility for the manufacture of boots and shoes here are now almost equal to those of any place. Here are extensive tanneries convenient, and bark and hides are plenty at hand. Upper stock, kips and calf skins. Russett sheep skins, moroccos and bindings are all made here. We have a last and crimp factory.

The sales of 1861 are quite up to the amount of any previous year, and the proportion of home-made goods is greater than any former year.

There are about twenty firms engaged in the business, all of whom do something in manufacturing.

#### Furs.

There are two shipments of Furs annually to England, one to meet the March sales, and the other the September sales. The Furs accumulated here, as in other States, are forwarded to shippers of New York, who, under the name of the American Fur Company, consign their cargoes to Samson & Co. London, England. Many of these Furs find their way back again, having been purchased by our Fur Manufacturers. The sales immediately succeed those of the Hudson's Bay Company's.

There are a few Marten (sable) skins obtained here, and the very dark realize an almost fabulous price, being sold for Russian sable. "Muskrat" or "Musquash," as they are technically called in the trade, is becoming a very popular Fur, both from its durability and its proximate appearance to the mink, in fact it is now getting a new name, and is called River Mink, and when colored is styled German Mink.

Raccoon, Fisher, Foxs and Bear skins are mostly shipped to Europe for the Leipzig market.

Skunk skins are also largely used in the Northern parts of Germany, and in Russia they undergo a preparation which gives them the appearance of Fisher.

Our weasel is virtually the Ermine, but so few are caught that commercially they amount to nothing.

#### Detroit Board of Trade.

##### FORWARDING.

Keith & Carter.

John Patton.

##### INSURANCE.

Ben. Vernor.

##### FORWARDING, COMMISSION,

&c.

S. P. Brady & Co.

Williams & Co.

Black & Young.

B. O'Grady.

Newberry & Co.

Duncan Stewart.

Moore, Foots & Co.

Johnson & Wheeler.

Peter Heikal.

Haywood & Oliphant.

##### PRODUCE, COMMISSION, &c.

J. Aspinall & son.

Anderson & Denton.

Augustus E. Bissell.

George W. Bissell.

H. P. Bridge.

Billings & Marvin.

G. B. Dickinson & Co.

John G. Erwin.



John Hutchings	W. C. Gillespie.
E. E. Mathews.	J. Hendrickson.
<b>RAILROADS.</b>	George O. Jones.
R. N. Rice.	M. Johnson & Son.
J. A. Armstrong.	Alexander Lewis & Co.
Robert Bell.	George O. Langdon.
J. D. Hayes.	W. H. Rogers.
J. H. Masten.	G. D. Standish.
<b>DRY GOODS.</b>	C. L. Stafford.
Town & Sheldon.	R. G. Stinson.
Edward Orr.	U. A. Sheldon.
<b>CROCKERY.</b>	SH POWERS, & C.
R. W. King.	E. W. Hudson.
<b>BOOTS, SHOES AND LEATHER.</b>	M. R. Ward.
H. P. Baldwin & Co.	H. N. Strong.
<b>HARDWARE.</b>	E. G. Merriok & Co.
Buhl & Daeharme.	Capt. Geo. Wolvorton.
S. B. & W. E. Noyes.	Capt. Peter Ralph.
<b>GROCERIES.</b>	John Boehm.
G. & R. McMillan.	Dr. E. M. Clark.
Stephens & Beatty.	

**Officers for 1861.**

*President*—GEORGE W. BISSILL.  
*Vice Presidents*—ALEXANDER LEWIS, A. E. BISSILL.  
*Directors*—James Ansell, Peter Young, H. J. Buck-  
 ley, George McMillan, C. H. Buhl, E. E. Mathews, H.  
 W. Newberry, and the President and Vice Presidents.  
*Committee of Reference*—John Hutchings, C. L. Saf-  
 ford, George O. Langdon.  
*Standing Committee on Inspection of Flour and*  
*Grain*—H. P. Bridge, Peter Young, G. B. Dickinson.  
*Secretary and Treasurer*—R. Haddock.

**Leading Imports.**

	1861.	1860.
Alcohol, bbls.....	9,998	6,551
Ashes, casks.....	2,718	4,627
Apples, bbls.....	10,286	14,090
Bacon, boxes.....	7,270	7,870
Beans, bu.....	83,879	2,882
Barley, bu.....	59,784	110,199
Beef, bbls.....	45,334	.....
Butter, bu.....	3,373,157	3,095,000
Corn, bu.....	268,506	566,949
Cotton bales.....	5,898	8,032
Cattle no.....	71,631	70,771
Coal, tons.....	20,887½	25,850
Copper, tons.....	6,700	9,220
Dried fruit, bbls.....	1,466	2,016
Dressed hogs, No.....	59,471	.....
Eggs, bbls.....	11,931	14,196
Flour, bbls.....	1,261,104	842,175
Feed, bags.....	2,413	64,420
Furs, pkgs.....	23,66	4,690
Glass, boxes.....	9,464	18,731
Hides, No.....	17,632	27,683
Hulwines, bbls.....	119,300	103,026
Hams, tcs.....	81,314	11,270
Hops, No.....	4,490	5,350
Iron, bars, No.....	129,056	63,441
Iron, bundles.....	2,940	.....
Iron, pig, tons.....	51,432	73,460
Lumber, M.....	27,009	23,553
Lard, bbls.....	2,920	2,310
Leather, rolls.....	6,974	13,265
Meal, bbls.....	21,608	33,000
Meat, bbls.....	3,435	3,185
Oats, bu.....	8,860	14,109
Pork, bbls.....	329,986	179,699
Pe ts and skins, bund.....	62,967	54,121
Plaster, tons.....	7,008	16,636
Peas, bu.....	6,876	10,705
Potatoes, bags.....	4,113	2,516
Ray, bu.....	71,696	9,716
Beans, bales.....	17,691	19,123
Salt, bbls.....	17,640	15,240
Shoes, No.....	72,554	68,650
Staves, M.....	13,503	11,672
Shingles, M.....	4,115	3,675
Seeds, bags.....	11,007	7,490
Tallow.....	29,463	29,016
Whisky.....	13,860	8,661
Wheat.....	17,782	14,704
Wool, lbs.....	2,705,111	1,694,951
Water Lume, bbls.....	4,946,831	4,946,503

**Leading Exports.**

Alcohol, bbls.....	6,645	7,106
Ashes, casks.....	3,227	7,255
Apples, bbls.....	81,750	23,340
Ale and beer, bbls.....	7,704	.....
Beef, bbls.....	35,760	22,931

Butter, lbs.....	3,098,596	2,704,041
Barley, bu.....	5,075	2,725
Bacon, boxes.....	7,217	2,811
Beans, bu.....	49,952	18,567
Corn, bu.....	199,379	592,044
Cattle, head.....	69,174	53,096
Cheese, boxes.....	4,299	.....
Candles, boxes.....	5,371	.....
Cotton, bales.....	5,828	8,112
Breaded hogs, No.....	60,914	126,111
Dried Fruit, bbls.....	9,534	.....
Eggs, bbls.....	8,914	14,196
Flour, bbls.....	1,261,259	809,519
Feed, bags.....	6,715	.....
Flah, bbls.....	5,444	15,276
Furs, p'kgs.....	1,260	4,136
Glass, boxes.....	9,261	.....
Hides, No.....	98,512	67,893
Hulwines, bbls.....	20,129	4,672
Hay, tons.....	275	290
Hams, tcs.....	5,241	6,447
Iron, bars.....	6,950	6,458
Iron, bundles.....	3,314	1,520
Iron, pig, tons.....	578	875
Iron scrap tons.....	294	.....
Lard, bbls.....	22,332	80,125
Leather, rolls.....	13,013	10,305
Liquors and wines, bbls.....	1,692	.....
Lumber, M.....	23,971	44,651
Mail, bags.....	1,860	5,859
Meal, bbls.....	8,009	11,191
Nails, kegs.....	4,816	.....
Oats, bush.....	253,157	309,305
Oil, bbls.....	5,360	.....
Pork, bbls.....	43,791	49,670
Peits and skins, bund.....	7,092	7,144
Peas, bu.....	670	.....
Potatoes, bags.....	58,111	30,645
Rays, bundles.....	6,190	5,140
Shoulders, bbls.....	1,544	.....
Sheep, No.....	1,503	9,632
Sugar, bbls.....	4,193	.....
Salt, bbls.....	45,200	.....
Soap, boxes.....	3,414	.....
Tea, ½ chests.....	1,390	.....
Tobacco, p'kgs.....	20,535	.....
Tallow, bbls.....	14,826	7,695
Vinegar, bbls.....	4,670	.....
Whisky, bbls.....	11,507	6,220
Wheat, bu.....	2,705,057	1,697,767
Wool, lbs.....	3,240,000	4,468,711

**Staves.**

The market for West India hoghead staves opened dull last spring, \$10 per gross M. of 1,200 being paid for lots delivered on the line of the Detroit and Milwaukee Railroad, an abatement of two dollars from the ruling price of last year. At this time the foreign market was overstocked. Towards the period for making the fall purchases, there was a great improvement in the foreign demand, and prices in Michigan advanced to \$12.00. The foreign demand is still very good, but since serious doubts were first entertained of the continuance of amicable relations with Great Britain, we believe there have been few buyers in market, as the stave trade would be one of the very first branches that would be suspended by a foreign war. Prices this winter will have to depend altogether on the question of peace, the prospect for which ought to be very fair to insure a good demand, as staves purchased now would probably not get through to New York until about July. The receipt of staves by the Detroit and Milwaukee Railway the past year was 3,998,982, part of which were barrels. The receipts of W. I. staves are believed to be a little under last year's receipts.

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**Marine.**

We herewith present an abstract statement of matters connected with our Lake marine during the season of 1861, commencing March 11th, at which date steamers were running from this to points above, and closing the season's operations with December 31st, though at this time navigation is still open as in midsummer, and the propeller Montgomery is upward bound from Buffalo to Chicago on her return trip from the latter place. This steamer we learn will continue running on the above route until navigation finally closes.

Navigation between this port and Port Huron commenced on the 11th of March, and to Cleveland the 16th. The first arrival from Cleveland per sail-vessel was the Schooner Preble, with a cargo of coal—from Toledo, the Schooner Freeman, Capt. Clark W. Newhall. The first arrival by steamer from Cleveland was the May Queen, Capt. Viger. The Steamer Pearl commenced plying between this port and Malden, March 14th. The route was occupied previous to that date by the Steamer Clara, for some two weeks.

Navigation to Buffalo from this port was open April 9th, and the first arrival here from that locality was the propeller Queen of the Lakes, Captain Cray, which steamer reached this port on Thursday the 11th. The propeller Iowa arrived from same port on the same day.

Navigation to Chicago was resumed on the 23d of April, the first propeller passing through the Straits being the Prairie State, which steamer reached here Thursday the 25th—during the forenoon, followed by the propeller Montgomery. During the afternoon of the same day, four others arrived, viz:—the Neptune, Granite State, Michigan and Ogdensburgh. We, of course, can state nothing relative to the closing of navigation in 1861, as up to the close of the year it remained an open question.

It is hardly necessary to state that at no previous season's commerce of the lakes has there been so many steam and sail craft afloat as that of 1861. The following summary of vessels passing this port will explain on that head:

	PASSED UP.		PASSED DOWN.	
	No.	times.	No.	times.
1860.	1861.	1860.	1861.	
Steamers.	870	1,210	865	1,250
Propellers.	920	1,969	930	1,620
Barks.	575	304	503	793
Brigs.	825	615	538	604
Schrs. includ- ing Schows.	3,410	5,970	Schrs. includ- ing Schows.	3,440 6,040

The prevailing winds during the months of March and April were northerly and westerly; May, SE and southerly; June, August and October, SW and southerly, and November, NW.

Seamen's wages have ranged during the

season from \$16 per month to \$2.50 per day. Some vessels which took their departure quite late for Chicago paid seamen as high as three dollars per day.

There has been engaged in the towing service between lakes Erie and Huron no less than forty-one tugs, in Mackinac Straits one only, on Saginaw River from two to three, and Saginaw river two only. Of the number first mentioned 17 are side-wheel tugs and 24 screw steamers.

We are unable at present to give but a hasty sketch relative to Lake marine affairs, and only in part. The particulars relative to disasters and loss of life, &c., &c., will shortly be forthcoming.

J. W. HALL, Marine Reporter.

**ACKNOWLEDGMENT.**

We acknowledge ourselves greatly indebted to the kindness of J. H. Murr, Esq., Auditor of the D. and M. R. R., and J. H. Masten, Esq., of the statistical department of the M. C. R. R., who have furnished us with a mass of most valuable matter, part of which we are compelled to reserve for use hereafter. These gentlemen can have no superiors in their profession. We also feel greatly indebted to the clerks of the customhouse, the various railroad offices, and other friends for their kindness and courtesy.

**Report of the Superintendent of the Sault Canal.**

We are in possession of the Annual Report of Geo. W. Brown, Esq., Superintendent of the Sault Canal. It is a succinct and business-like document, and presents a very satisfactory exhibit of the business of the Canal for the past year, in spite of the diminution of traffic. While the receipts are one-third less than last, and nearly the same amount has been expended on the embankment, the expenses are less by one-third than in 1860. Mr. Brown awards much credit to the Board of Control for their economical management of affairs.

Mr. Brown presents some facts and figures to prove that the law regulating tolls operates liberally upon steamers for the benefit of sail craft. While only \$4,183 20 has been received from 232 sail vessels, 295 steam vessels have paid \$12,414 78; yet it is asserted that it costs as much, if not more, to lock the above number of sail vessels than it does the above number of steamers, including damage to gate locks, piers and embankments. We quote:

"The time is not far distant when a policy will have to be inaugurated that will secure a regular line of vessels that will run on this route and no

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5,725  
8,511  
18,547  
592,144  
53,096  
.....  
8,112  
26,111  
14,195  
806,619  
15,976  
4,136  
.....  
67,801  
4,872  
980  
6,447  
6,452  
1,820  
875  
.....  
80,125  
10,905  
.....  
44,584  
5,398  
11,191  
309,303  
49,670  
7,144  
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30,645  
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6,290  
1,607,757  
4,468,711

other from the opening of navigation till the close. I will mention another reason why steam vessels should have the preference as to passage through the Canal. Almost every sail vessel carries one-quarter more burden than her enrolled tonnage, while the steam vessels, on account of the space occupied by their machinery and coal, never carry to exceed one-half of their enrolled tonnage, except the propellers, which carry usually within one-quarter of their enrolled tonnage. The steamer North Star, for instance, is enrolled at 1,106 tons, and pays tolls to the amount of \$66 36 every time she passes through the Canal and never carries over 500 tons of freight. The Star is not an exception. The rule holds good in the case of all side-wheel steamers. The steamers carry passengers and the mail, and run on this line and no other, with or without freight. The reason why steam vessels are easier and more quickly loaded, is this, they can handle themselves in the locks. When the gates are opened, they pass on; but the sail vessels very often have to be drawn from one lock to the other by hand. Also in passing in and out of the Canal they have to be managed and controlled by hand, and consequently collisions are frequent and unavoidable with the gates, canal walls and piers.

"It may be interesting to you to know the people of the State, to know where the vessels are owned, and thus determine who pays the tolls—the expenses of the Canal.

"The sail vessels, with one or two exceptions, are owned by parties out of the State, if I am to judge by their place of enrollment. Two of the propellers, the Iron City and Northern Light, are owned or enrolled at Cleveland, Ohio. Also the side-wheel steamer North Star. The balance, the steamers City of Cleveland, Illinois, Cleveland, Planet, Michigan, and the Sea Bird, and propellers Globe, Mineral Rock, and General Taylor, are owned in this State.

"The tonnage of vessels supposed to be owned in this State is 146,855 tons, and have paid tolls to the amount of \$8,991 30. Tonnage, supposed to be owned out of the State, from the place of enrollment, 126,778 tons, paying tolls to the amount of \$7,606 58.

"It would appear that the tonnage, and therefore the tolls, are about equally divided between the people of this State and the people of other States. The difference, however, of 23,077 tons, and tolls of \$1,384 62 is in favor of Michigan.

"It will no longer be claimed that Michigan pays but a fraction of the tolls, and therefore should not have the legal right to control and manage the Canal according to the best interests of all concerned."

Besides the recommendation implied in the above statement, the Superintendent recommends the passage of the act authorizing the Board of Control to remove the obstruction in the lower part of the canal, and a change of time for the expiration of the term of office of the Superintendent. He also recommends

the passing of a joint resolution calling upon the General Government to repair the Fort and adopt such other means as may be thought best to guard the canal.

The following is a comparative statement showing the receipts, expenses, and amount deposited for a term of years:

	Receipts.	Expenses.	Deposited with State Treas'r.
1855.....	4,574.68	\$4,874.55	
1856.....	7,594.84	7,594.84	
1857.....	9,408.74	8,485.28	
1858.....	10,833.87	5,499.87	\$ 5,334.00
1859.....	16,941.84	5,769.14	11,172.70
1860.....	25,528.80	9,786.70	15,742.10
1861.....	16,672.16	6,027.63	10,644.53

Tolls showing the number of Tons of Copper, Iron and Grain, &c., passing through the Canal for the year 1861.

Articles.	Total.	Articles.	Total.
Tons copper Ore.	7,645	Tobacco, lbs.	2,341
Tons Iron Ore.	44,836 1/2	Cocoa, tons.	11,587
Tons Pig Iron.	8,484	Nails, kegs.	4,239
Tons Iron Bars.	700 1/2	Merchandise, tons.	4,768 1/2
Tons Ground Feed.	1,711 1/2	Lime, bbls.	2,087
Tons Powder.	325 1/2	Lumber, M.	394 1/2
Flour, bbls.	23,743	Shingles, M.	16
Wheat, bu.	223	Lath, M.	1,340
Oats & Grain.	78,830	Window Glass.	455
Beef, bbls.	1,951	Hay tons.	637 1/2
Pork, bbls.	2,713	Horses and Mules.	15 1/2
Bacon, bbls.	630	Cattle, heads.	2,630
Lard, bbls.	319	Sheep, heads.	1,109
Butter, lbs.	217,712	Hogs.	927
Cheese, lbs.	59,014	Brick, M.	432
Tallow, lbs.	14,500	Furniture, pcs.	6,967
Candles, lbs.	99,116	Hides.	1,423
Soap, box and bbls.	1,926	Furs and Pelts, bbls.	1,244
Apples, bbls.	3,311	Machinery, tons.	478 1/2
Dried Fruit, lbs.	44,235	Engines and Boilers.	11
Sugar, lbs.	282,380	Wagons and Buggies.	37
Coffee, bags.	608	Flax, bbls.	1,149 1/2
Tea, chests.	755	Liquor, bbls.	7,142
Vegetables, bu.	14,479	Malt, bu.	32,032
Salt, bbls.	3,014	Passengers.	8,616
Vinegar, bbls.	261		

Our Lake Superior Trade.

The following is a statement of our leading exports to Lake Superior last season, as gleaned from the books of our shippers. We have forwarded about one-third more flour than Cleveland and Chicago combined, which was far from being the case in 1860. Our city is gradually attaining the position in reference to this important trade to which she is naturally entitled:

Alcohol, bbls.....	31	Meal, bbls.....	2,613
Apples, bbls.....	3,728	Malt, bags.....	3,123
Ale and beer, bbls..	4,068	Nails, kegs.....	1,286
Beef, bbls.....	1,046	Oats, bu.....	40,805
Butter, lbs.....	324,330	Oil, bbls.....	495
Bacon, boxes.....	90	Pork, bbls.....	1,377
Beans, bu.....	855	Potatoes, bags.....	3,008
Corn, bu.....	6,309	Peas, bu.....	227
Cattle, No.....	1,328	Seeds, pkgs.....	125
Cheese, boxes.....	855	Shoulders, bbls.....	9
Candles, boxes.....	3,070	Sheep, No.....	1,073
Dressed hogs, No....	80	Sugar, bbls.....	1,488
Dried fruits, bbls....	444	Soap, boxes.....	1,248
Eggs, bbls.....	670	Salt, bbls.....	731
Flour, bbls.....	14,066	Tea, 1/2 chests.....	456
Feed, bags.....	4,613	Tobacco, pkgs.....	860
Glass, boxes.....	648	Vinegar, bbls.....	337
Hams, bbls.....	948	Whisky, bbls.....	1,812
Hogs, No.....	505	Wheat, bu.....	18
Iron, bars.....	1,841	Hay, tons.....	241
Iron, bund.....	393	Lime, bbls.....	903
Lard, bbls.....	282	Wines and liquors, bbls.	803
Leather, rolls.....	84		

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**LAKE SUPERIOR COPPER MINES.**

**Annual Review for 1861.**

Reported for the Detroit Daily Tribune by Dupee, Beck & Saylor, Boston.

In relation to the Mining Interests of Lake Superior, the year just now closed will be long remembered as having witnessed the most extraordinary fluctuations in the prices of Ingot Copper, producing thereby, the extremes of diversity and prosperity. This metal was sold, in July, at seventeen cents per pound, the lowest price in the market since 1860. To-day holders refuse twenty-seven cents, cash. Before the present stock has passed into the hands of manufacturers, and, consequently, before the profits of mining in 1861 can be accurately ascertained, the prices may have advanced to figures exceeding the maximum of 1857, or thirty cents per pound, four months. These fluctuations in prices have not been the result of speculation, but have been caused by the disturbances of trade, all over the world. The ordinary consumption of copper in the United States has usually been estimated at twelve thousand tons per annum. Lake Superior produced in 1860, six thousand tons. The remainder was obtained principally from Tennessee, Canada and Chili. The opening of the Lake navigation, in May last, brought upon the market, already, in consequence of the civil war, overstocked with foreign copper, the accumulated product of the previous six months. The necessities of several companies required immediate sale, reducing the price in one instance, to the low rate named above. But the disastrous prices were, after all, followed by positively beneficial results to the mining interests. A most rigid system of economical management has been inaugurated, so that every manager can give an estimate, closely approximating to the truth, of the cost per pound of ingot copper produced at his mine. A new impulse has been given to the study of the machinery for profitably reducing the lower grades of stamp-work, and to the substitution of railways, in the mines, for hand barrows and heavy chain-work. On the other hand, the low prices of copper in the American markets induced enormous shipments to Europe, especially to the continent, where its peculiar qualities of ductility and toughness procured for it the preference in the finer manufactures. In Rotterdam, Antwerp, Havre, and Paris, the brands of the several American smelting works are as well known as in Boston and New York. The exportation of copper continued until the price rose to 21 or 22 cents (November.) Large purchases by the Federal government caused a rapid advance to 25 cents, (December,) and American copper

was actually re-shipped from Havre to New York.

Since the tariff of August last, importations from Chili, the main source of the supply of copper from abroad, have gradually declined, and such is the derangement of foreign commerce, that the supplies from that country must be comparatively small for many months hence. From all these premises there will be a short supply, unless considerable lots can be returned from abroad free of duty, till the opening of navigation in May, 1862.

Looking back upon the part year as the most disastrous, financially, since 1837, those interested in the mines of Lake Superior may congratulate themselves, that but few of the adventures have been suspended, that but few calls have been made upon the shareholders, and that nearly all the mines now in progress are earning dividends, or, at least, are self-sustaining. A careful inspection of the published reports of the principal companies show that the cost of production, including every item down to the charges of the commission merchant, need not exceed thirteen and a half cents per lb. at the richer mines, nor more than eighteen, or, possibly, nineteen cents, at the poorer mines.

Estimate of production of Ingot or refined Copper, in tons of two thousand pounds, from the mines of Lake Superior, from 1845 to the close of navigation in 1861:

	Average	Tons.	per ton.	Valued.
From 1845 to 1854, inclusively,				
(From J. D. Whitney's figures) 7,642				
From 1855 to 1857, inclusively...11,312				
	18,954	\$500		\$9,477,000

Shipments of 1858	4,100 tons, less	3,500	460	1,610,000
600 tons included in 1857.....		4,200	460	1,982,000
Shipments of 1859.....		6,000	430	2,520,000
Shipments of 1861.....		7,400	430	3,180,000
<b>Total.....</b>	<b>46,054</b>			<b>\$13,719,000</b>

Statement of cash prices of Lake Superior Ingot Copper, in each month, from January, 1857, to December, 1861. The prices are substantially the average of each month

	1857.	1858.	1859.	1860.	1861.
January.....	23 1/2	19 1/2	24	21 1/2	19 1/2
February.....	23	24	25	25	19 1/2
March.....	27 1/2	24	24	24	19 1/2
April.....	27 1/2	21 1/2	23 1/2	23 1/2	19 1/2
May.....	27	21 1/2	23	22 1/2	19
June.....	25 1/2	22 1/2	21 1/2	21 1/2	18 1/2
July.....	25 1/2	22	22 1/2	21 1/2	17 1/2
August.....	24 1/2	21 1/2	24	20 1/2	17 1/2
September.....	24	23 1/2	21 1/2	21	20
October.....	24	23 1/2	22 1/2	21 1/2	20 1/2
November.....	21 1/2	23	23	20 1/2	22 1/2
December.....	20	33 1/2	23	20	25

Comparative table of shipments of rough copper from Lake Superior, during the seasons of 1859, 1860 and 1861. The weights of the barrels have been deducted and the results are given in tons (2,000 lbs.) and tenths.

	1859.	1860.	1861.
Amygdaloid, late Connecticut.....	.....	.....	68.
Central.....	172.3	78.6	162.
Clark.....	5.6	7.2	.....
Connecticut.....	24.	5.8	.....
Copper Falls.....	329.4	323.	272.
Kagle River.....	6.	.....	.....
Garden City.....	.....	.....	10.3
North American.....	8.7	.....	43.9
North-west.....	73.5	103.5	62.3
Phenix.....	32.	81.2	48.9
Pittsburg and Boston.....	1,254.5	1,357.	1,496.5
Summit.....	4	.....	.....
	1,910.3	1,910.3	2,161

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2,574.42  
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15,276.12  
10,186.67  
Copper, Iron and  
for the year  
Total  
49,441  
11,507  
4,200  
Tons, 4,788 1/2  
3,067  
394 1/2  
15  
1,349  
432  
637 1/2  
Males, 185  
2,660  
1,100  
297  
432  
6,967  
1,423  
1,244  
Boys, 478 1/2  
11  
Boilers, 57  
Buggies, 1,140 1/2  
7,142  
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721  
436  
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387  
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19  
241  
303  
Quors, bbls. 203

**PORTAGE LAKE DISTRICT.**

	1859.	1860.	1861.
Albany and Boston.....			4.3
O. O. Douglass.....		24	
Jale Royale.....	241.9	488.6	728.
Franklin.....	304.7	267.	855.
Hancock.....		7.2	56.
Marion.....	7.4	7.8	105.
Mesnard.....	6.		
Pewabic.....	734.4	1,363.8	1,129
Portage.....	8.7		42.
Quincy.....	386.	866.	1,791.4
	1,533.1	3,024.6	4,708.6

**ONTONAGON DISTRICT.**

	1859.	1860.	1861.
Adventure.....	189.4	197	8.3
Antec.....	15.8	4.9	
Schmiad.....	5.		7.6
Evergreen Bluff.....	27.	41.9	70.8
Pink-Beech River.....			1.6
Hamilton.....	7.	7.9	
Knowlton.....			11.4
Mass.....	12.8		
Minnesota.....	1,628.6	2,188.4	1,890.4
National.....	823.2	727.5	943.
Nebraska.....	0.8	26.4	7.3
Norwich.....	22.		
Orima.....	85.4		9.7
Ridge.....	27.8	22.	81.
Rockland.....	347.	552.7	469.
Superior.....	1.7	14.	88.7
Toitce.....	9.4		2.2
	2,597.6	3,610.7	3,476.7
	1859.	1860.	
Keweenaw District.....	1,910.3	1,910.8	2,181.9
Portage .....	1,833.1	3,064.6	4,708.6
Ontonagon .....	2,597.6	3,610.7	3,476.7
Porcupine Mountain.....		30.5	
Sandy mines.....		7.6	
	6,041	8,614.2	10,537.2

\*From tributors. The mine now belongs to the Pittsburg and Boston Co.

The gradual rise, through the month of October, of the price of ingot copper has given more strength to the market for mining shares, and values have risen steadily without much excitement. The best feature of the market is, that buyers and sellers look with much more care than formerly into the merits of the stock in which they operate.— Hence, while there are some anomalies of

prices, higher or lower, relatively, than the actual conditions warrant, the cases of extraordinary differences are not more common than in other classes of stocks. In other words, the probabilities of profit and loss are getting to be as intelligently discussed in mining as in manufacturing or railroad investments.

**CLOSING QUOTATIONS, December 31, 1861.**

[All the Mining Companies are organized with 20,000 shares.] Copper Falls, 5.12 to 5.50; Central, 6 to 6.25; Franklin, 18 to 18.50; Hancock, 3.25 to 3.50; Jale Royale, 11.75 to 12; Mesnard, 1.37 to 1.50; Minnesota, 56.75 to 57; National, 32 to 33; Petherick, 1.50 to 2; Pewabic, 24.50 to 25; Pittsburgh and Boston, 43.50 to 44; Pontiac, 0.50 to 0.75; Quincy, 33.50 to 34; Rockland, 1 to 1.50; Superior, 2 to 3; Toitce, 1.37 to 1.50.

**Flour and Grain in Store in Detroit.**

The stock of flour in Detroit to-day, Jan. 31, is as follows:

At Michigan Central depot bbls.....	59,180
At Detroit and Milwaukee depot.....	25,090
At Grand Trunk depot.....	1,700
In private warehouses.....	21,175

Total..... 107,145  
Deduct through freight..... 78,690

Leaves stock on hand..... 28,805  
[Among the through freight is included 2,500 bbls. owned here, consigned east.]

The stock on hand at the close of navigation was almost nothing.

The stock of grain on hand is as follows:

	Wheat.	Corn.	Oats.	Rye.
M. C. Elevator.....	166,000	98,000	21,000	—
D. and M. Elevator....	18,000	6,700	—	—
Other Elevators and warehouses.....	79,100	—	—	2,600
	263,100	104,700	21,000	2,600

The stock of wheat on hand 25th Dec., 1861, was 129,400 bu; corn 77,000 bu; oats, 39,700 bu.

GANSON & CO.

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We are manufacturing Stoves at our Foundry, Hamtramck,

IN EVERY VARIETY,

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# DRY GOODS,

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REUBEN TOWN, }  
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## DETROIT, MICH.

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**FARRAND, SHELEY & CO.**

WHOLESALE DEALERS IN

# DRUGS & GROCERIES

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WALDO M. JOHNSON, }  
R. O. WHEELER. }

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MICHIGAN.

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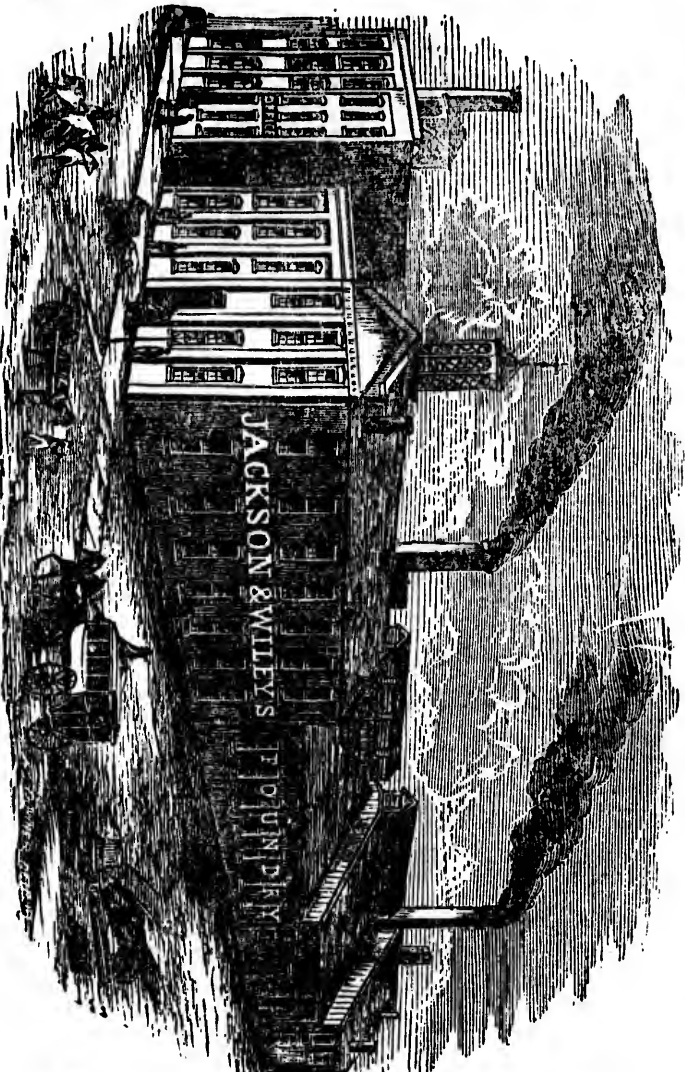
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**COLUMNS,**  
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**BUILDINGS**

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**HEESE**  
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