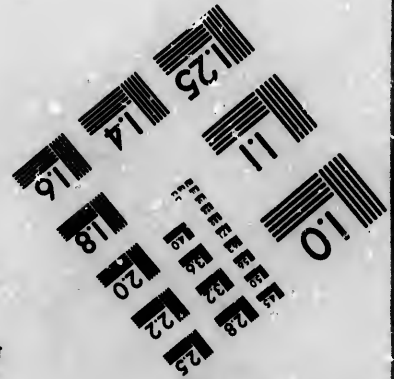
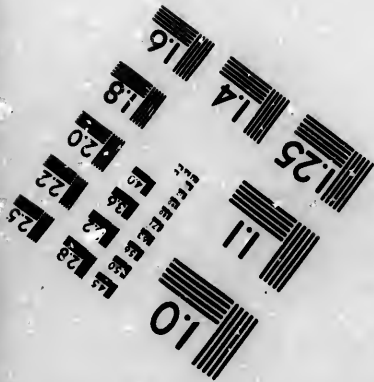
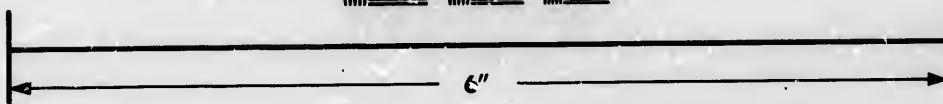
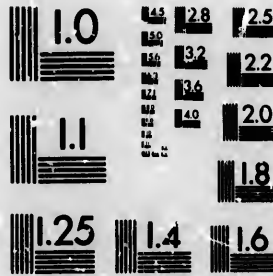


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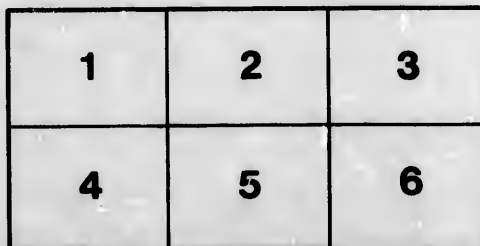
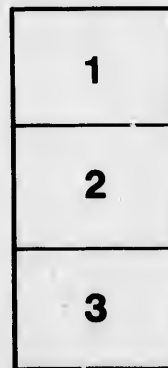
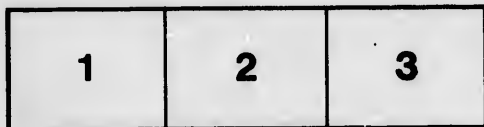
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MEMORIAL

OF THE

CHAMBER OF COMMERCE

OF THE

STATE OF NEW-YORK

ON

OCEAN STEAM NAVIGATION.

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JANUARY, 1864.  
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New-York :

JOHN W. AMERMAN, PRINTER,

No. 47 CEDAR STREET.

—
1864.

MEMORIAL
OF THE
CHAMBER OF COMMERCE
OF THE
STATE OF NEW-YORK,
TO THE
SENATE AND HOUSE OF REPRESENTATIVES
OF THE UNITED STATES.

PREPARED BY
JOHN AUSTIN STEVENS, JR., SECRETARY,
UNDER THE DIRECTION OF THE COMMITTEE ON OCEAN STEAM NAVIGATION.

New-York:
JOHN W. AMERMAN, PRINTER,
No. 47 CEDAR STREET.

1864.

RESOLUTION OF THE CHAMBER OF COMMERCE.

At a regular meeting of the Chamber of Commerce of the State of New-York, held 5th November, 1863, the following resolution was unanimously adopted:

Resolved, That a Special Committee be appointed to make a thorough investigation of the subject of OCEAN STEAM NAVIGATION, and of the continual depredations on commerce, with a request to report at a subsequent meeting.

From the Minutes of the Chamber.

JOHN AUSTIN STEVENS, JR.,

Secretary.

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MEMORIAL

OF THE

Chamber of Commerce of the State of New-York.

To the Honorable the Senate and House of Representatives of the United States of America, in Congress assembled :

May it please your Honorable Bodies :

THIS memorial of the Chamber of Commerce of the State of New-York respectfully represents the imperative importance of some legislation on the part of Congress to foster and support the commerce of the United States. Whatever view may have been hitherto entertained as to the wisdom of special legislation to promote any particular class of national interests, the period for hesitation has surely passed. The large and growing debt of the United States, arising from the cheerful and willing loans of the people, in which the mercantile classes are as fully represented as any other, presents considerations of a wholly new character. In borrowing such large sums from the nation the government has assumed duties of a new class—the duty of rendering that burthen as light as possible to the patriotic people who have assumed it—and it will not certainly be claimed to be an improper or unwise exercise of the power granted to Congress, by the Constitution, to “regulate commerce,” if some additional debt be incurred to develop that branch of industry which the experience of all nations has shown to present the readiest and most equal method of meeting the expenses of government and interest on its obligations. In other words, Congress will not hesitate to lend to commerce some pecuniary aid, if it can be shown that such aid will develop the resources and add to the wealth of the nation, and at the same time increase the revenue of the government. It is not proposed in this memorial to show the decline in the commerce of the United States since the breaking out of the rebellion. A combination of causes has fortunately prevented that serious decadence which was looked for. In nothing, perhaps, have the immense resources of this nation been shown so much as in the maintenance of its export line, even when deducting from it the vast amount of the cotton crop. Nor

will more than distant allusion be made to the ravages which have been committed upon American tonnage by the piratical cruisers of the South, nor the amount of tonnage which has been changed from American to foreign flags be examined into. These are subjects of great importance in themselves, which the forthcoming reports of the Treasury Department on Commerce and Navigation for the years ending June 30, 1862 and 1863, will plainly elucidate; and any statement of their probable figures would be unwise and premature.

It is believed that when those reports shall be produced, facts shown to exist will be so striking, and their nature so alarming, that your honorable bodies will need no hint or prompting from without to take proper measures to correct the serious and growing evils.

Yet your honorable bodies will hold in mind that the notorious decay of our tonnage from the causes named, makes it of increased importance to adopt measures which, in the judgment of your petitioners, would have been necessary even had no rebellion, with its consequent evils, occurred.

The hope is not entertained that at the present time, while rebel cruisers endanger the safety of our vessels, and naturally divert from them the passenger trade, and the valuable cargoes which are the principal support of steam lines, oceanic lines will be immediately established, even with the aid which is sought from government; but as the rebellion wanes and the dawn of national prosperity again brightens, it is confidently believed that the energy of the people of the United States will be aroused to the renewal of the struggle for commercial supremacy, which it has for the time abandoned for duties of a more imperative and sterner class, and such timely legislation is asked as will encourage the effort.

It is proposed to show the effect of ocean steam communication upon the commerce of the United States and Great Britain—her chief commercial rival; the development of markets for domestic produce by the increased facilities which steam affords; the steady and gradual increase in the commerce of Great Britain over our own, even with the nations which are our nearest neighbors and natural allies, and to point out the methods by which our lost influence may be regained. A full series of tables accompanies the memorial, to which reference is asked, and only such partial comparisons, as are necessary to throw light on the subject, are included in the body of the memorial itself.

The examination of this subject will necessarily embrace some account of the rise and progress of ocean steam navigation, and will show that the power and wealth of nations is, in this century, subjected to a new measure, the measure of steam, and that the commerce of nations has increased or dwindled as they have availed of or neglected this great agent of civilization.

THE AMERICAN SYSTEM OF STEAM NAVIGATION.

CONGRESSIONAL LEGISLATION.

THE American system of ocean steam navigation dates from the year 1846.

For some years prior to this period, efforts had been made to establish lines of steamers, with the aid of Congress.

In 1841, Mr. T. BUTLER KING, of Georgia, at the extra session, made a report from the Committee on Naval Affairs, urging the passage of a bill for the establishment of a home squadron, which was passed, and appended to it was a resolution directing the Secretary of the Navy to advertise for proposals for the establishment of lines of mail steamers similar to the British lines, to run to some European ports, and also for a line from some of the Northern to some of the Southern ports of the United States.

By an act of Congress passed 3d March, 1845, the policy was inaugurated of contracting for the transportation of mails to foreign countries, under the direction of the Postmaster-General; all such contracts were required to be made with citizens of the United States, and the service to be performed by American vessels. In pursuance of this authority, the Postmaster-General advertised for proposals to carry the mails on various routes.

A contract was made with Mr. EDWARD MILLS, of New-York, to run a line of steamers from New-York to Bremen twice a month, touching at Cowes, with the privilege of going alternately to Havre, the compensation to be \$400,000 per annum; and if to Havre, \$350,000.

About the same period, Mr. E. K. COLLINS made his first proposition to run a line to Liverpool twice a month, for eight months, and once for the other four, for \$385,000.

In May, 1846, the subject was again brought forward by Mr. KING, in a report from the Committee on Naval Affairs, and in June of the same year a contract was made for the conveyance of the mails from New-York to Bremen in four first-class steamers.

In June, 1846, Mr. NILES, of Connecticut, introduced into the Senate the following resolution:

"The Postmaster-General is hereby authorized to apply twenty-five thousand dollars of the money appropriated for mail transportation for a line of mail steamers from the United States to Bremen, and a further sum of twenty-five thousand dollars for a line of mail steamers from the United States to Liverpool, in England; but no further sums shall be diverted to any other objects than the transportation of the mail within the United States."

It was at this time that it was proposed in England to duplicate the Cunard line, and it was thought that the establishment of an American line would perhaps arrest the project, so little was the fixed policy of the British government understood at that period.

In March, 1847, an act was passed, requiring the Secretary of the Navy to enter into three contracts:

First. For five ships to carry mails from New-York to Liverpool.

Second. For conveyance of mails from New-York to New-Orleans, to touch at Charleston, Savannah and Havana, with a branch line from Havana to Chagres.

Third. To contract for the transmission of the mail from Panama to Oregon, touching at the intermediate points in California. On this line three large steamers were to be employed.

This was called, at the time, *The American System*, and was the first practical and intelligent effort to aid American commerce to hold its own in the rapid race for the mastery of the seas, and the sharp struggle for the carrying trade of the world, which the United States had undertaken with Great Britain. *The American System*, therefore, dates from 1846.

But the enterprise of our people was not measured by this legislation. In the fall of 1846, the first of our ocean steamers—the *Southerner*—was launched. She was the pioneer in a series of successful and profitable lines, which, while the domestic relations of the country were peaceful, largely contributed to its wealth, comfort and prosperity; and when war rudely broke up the accustomed course of trade, at once enabled the government to undertake and enforce a blockade of unparalleled extent. But for the fleet of ocean steamers which commerce placed at the disposal of the government, the course, and, perhaps, the result of the struggle might have been changed. The Charleston line, which has included some of the best steamers ever built in any country, was quickly followed by one to Savannah. These coast lines were independent of government aid, except so far as they received regular postage from the Post-Office Department for conveying the mails.

On the 6th December, 1847, Hon. J. Y. MASON, Secretary of the Navy, stated in his report:

“By the same act (3d March, 1847,) contracts were authorized for the transportation of the mail in steamers between New-York and Liverpool, between New-York and New-Orleans, and from Havana to Chagres.

“The contracts require the vessels to be ready for sea in October and November of the year 1848, and the right of pay will commence with the commencement of the performance of the mail service. The annual compensation under these agreements will be—

To E. K. COLLINS,.....	\$385,000
A. G. SLOC,.....	290,000
ARNOLD HARRIS,.....	199,000

“I have cordially co-operated in the establishment of the several lines of steamers stipulated for by those contracts. Thirteen new vessels will be constructed in the most skillful manner, which may be used as war steamers, and will be available for national purposes in any emergency. The contracts stipulate that a mail agent, to be appointed by the Post-master-General, shall be placed and maintained on board.”

On the 4th May, 1848, the Committee on Naval Affairs, by Mr. KING, proposed the establishment of steam communication from one of our ports in California to Shanghai and Canton in China, by the employment of four government war steamers.

On the 19th July, 1848, Mr. T. BUTLER KING reported to Congress a joint resolution, proposing—

1st. "To direct the Secretary of the Navy to advertise for proposals "for carrying the United States mail from either of the ports therein "named, that shall be ascertained to be most eligible, to those in France, "for a period of ten years, in five first-class steamers, capable, in all "respects, of being readily converted into ships-of-war, and to be placed "on the line during the first five years of the contract."

2d. "To establish a similar line, for similar purposes, from one of the "ports named in the United States to Antwerp, in Belgium, to extend "to Gluchstadt, at the mouth of the Elbe, during such part of the year "as the navigation of the North Sea may be considered safe. The two "lines to consist ultimately of ten ships of the largest class. These pro- "posals to be returned to this House, at its next session, for its consider- "ation."

"The last resolution proposes to employ temporarily the steamer United States."

The reason given by Mr. KING for these proposals was, that our intercourse with the Continent, so far as letters and passengers are concerned, was then conducted across the Island of Great Britain, the English Channel and the North Sea. There had been established twelve lines of steamers between Gluchstadt, at the mouth of the Elbe, Bremen-haven, Amsterdam, Antwerp, Ostend, Calais and Havre, on the Continent; and Southampton, Dover, London, Hull and Edinburgh, in the Island of Great Britain, through which lines our intercourse was maintained, and it was, therefore, important for us to avail of that communication to support our own tonnage.

Under this and similar legislation the several lines contemplated were wholly or partially undertaken, and so far put in progress, that in 1852 seven lines had been established, and were in successful operation.

This closes the account of American congressional legislation to protect the commerce of the United States. A comparison of this with the legislation of Great Britain will show how inadequate even this was to enable our merchants and shipmasters to compete for the commerce and carrying trade of the world with foreigners. Had the trade been left open to all the world for competition, the American would not have been the first to seek the aid of government; but it is doubtful whether ocean steam navigation would have been undertaken so early, but for aid in some form.

The following table will show the foreign mail service of the United States in the fall of that year :

UNITED STATES MAIL SERVICE ABROAD, OCTOBER 1, 1852.

No. of Route.	Points.	Distance. Miles.	No. of Trips.	Contractors.	Am't of pay.	Contract.
1.....	New-York, by Southampton, England, to Bremen-Haven, Germany,.....	3,760	Once a month.	Ocean Steam Navigation Co.—C. H. Sand,.....	\$200,000	With Post-Master-General, act of Congress, March 3, 1845.
2.....	Charleston, S. C., by Savannah, Georgia, and Key-West, Florida, to Havana, Cuba,.....	689	Twice a month.	M. C. Mordecai,...	50,000	With Post-Master-General, act of Congress, March 3, 1847, July 10, 1843.
3*.....	New-York to Aspinwall, New-Granada, direct,.....	2,000	Twice a month.	George Law, M. O. Roberts and B. R. McIlvaine,	290,000	Under contract with Secretary of Navy, acts of Congress, March 3, 1847, March 3, 1851.
	New-Orleans, Louisiana, to Aspinwall, New-Granada, direct,.....	1,400				
	New-York via Havana to New-Orleans, Louisiana,.....	2,000				
4.....	Astoria, Oregon, with sundry stoppages,...	4,200	Twice a month.	Pacific Mail S. S. Co.,.....	848,250	Contract with Secretary of Navy and Post-Master-General, acts of March 3, 1847, March 3, 1851.
5.....	New-York to Liverpool,.....	3,109	26 per year.	E. K. Collins & Co.,.....	853,000	Contract with Secretary of Navy, March 3, 1841, July 21, 1852.
6.....	New-York, by Cowes, to Havre, France,...	3,270	Once a month.	Ocean Steam Nav. Co.—M. Livingston,	150,000	Contract with P. Master-General, March 3, 1847.
7.....	Aspinwall to Panama,	60	Twice a month.	.....	50,436	Service of Panama R. R. under temporary arrangement, act of Congress, March 3, 1851, @ 22 c. per lb.
					\$2,446,686	

* Of these lines, Nos. 3, 4 and 7 are now in operation—all the ocean lines being withdrawn.

HISTORY OF AMERICAN LINES.

THE COLLINS LINE.

This famous line, in the history of which the American finds so much to gratify a just rational pride and so much to awaken feelings of sympathy and regret, went into operation under the contract with government in the year 1850. On the 27th April of that year, the *Atlantic* sailed from New-York to Liverpool, on her first voyage. The *Pacific* followed early in the summer, the *Baltic* in the month of November, and the *Arctic* in December. The splendid character and great speed of the vessels, and the justly celebrated reputation of their commanders, at once won the confidence of the travelling public on both sides of the Atlantic, and the steamers were crowded with freight and the best class of passengers, and seemed to enjoy a harvest of prosperity. Intervening between the trips of the CUNARD steamers, they, on many occasions, brought more passengers at an equal price than were brought by the English steamer which preceded or followed them; and the books of the line will show that their receipts were larger than their sea-going expenditures. But beneath this prosperity there were seeds of ruin, which, under ordinary circumstances, might never have appeared.

The vessels had been constructed at an enormous expense. They were the pioneers of great steamers, and a large sum had to be paid to the contractors for the machinery and engines on this account. The prudent contractors hesitated to incur the expense of constructing the new machinery requisite to build such enormous engines unless at an extraordinary price. These vessels cost about \$675,000 each, while it is known that the *Asia* and *Africa* (CUNARD steamers) did not cost over \$575,000 to construct. Thus the line entered on a struggle with an established and successful rival, which had for ten years enjoyed a monopoly of the trade, with a heavy mortgage on its property. Still it would have overcome this disadvantage under the great public favor which it enjoyed, but for the disasters which afterwards overtook it, and which were beyond human control.

In September of 1854, the *Arctic*, Capt. LUCE, came into collision, off Cape Race, with the French steamer *Vesta*, and went down, with 212 passengers and 110 of her crew.

In January, 1856, the *Pacific*, Capt. ELDRIDGE, sailed from Liverpool, and was heard from no more.

In the same year the *Adriatic*, the largest steamer then afloat, was launched at New-York. The embarrassments of the Company were now at their height, and from the pressure of debt and disasters it never recovered. In 1858, the mortgagees, doubtful as to the security of their investment, determined to realize, and the remaining steamers, the *Atlantic*, *Baltic* and *Adriatic*, were withdrawn from the service and sold.

The government of the United States demanded vessels of a size, model and power that would secure the highest rate of speed; and such vessels could only be built and maintained at an extraordinary cost, and proportionate expense in running them. Nor is it to be concealed,

that in the management of this line there was wanting that regard to economy which is essential to success in enterprises of this nature.

But this line did not close without having rendered the public a great, an inestimable service—in compelling an increase in the size, accommodations and speed of the British Line. Thus, in 1847, the average passages of the CUNARD steamers, to and from Boston, were 15 days and 7 hours, which was, in 1859, reduced to 13 days, 23 hours, a gain of 1 day 8 hours. The same year the average of New-York passages of the CUNARD line was 10 days 16 hours. On this line the British owners had put their fastest boats.

Throughout the period of the competition of the COLLINS with the CUNARD line, all the honor was to the former. Its steamers beat their English rivals nearly a day and a half on the average voyages. In nothing was American pride more interested and gratified than in this signal triumph of national industry and enterprise.

The following tables present the comparative speed of the American and British steamers at sundry periods :

Average Passages of the Cunard Steamers in 1859, from the Report to Parliament of the Select Committee in 1860.

LIVERPOOL AND BOSTON.

NAMES OF STEAMERS.	LIVERPOOL TO BOSTON.*				..	BOSTON TO LIVERPOOL			
	No. of Passages.	Average Time of Passages.				No. of Passages.	Average Time of Passages.		
		days.	hours.	min.			days.	hours.	min.
Niagara,.....	3	15	4	0	..	3	11	11	33
Arabia,.....	6	12	19	13	..	6	10	7	6
America,.....	5	14	20	6	..	6	11	14	20
Canada,.....	7	14	4	30	..	6	11	2	50
Europa,.....	6	13	3	0	..	5	10	15	15
	27	13	20	53		26	10	23	21

LIVERPOOL AND NEW-YORK.

NAMES OF STEAMERS.	LIVERPOOL TO NEW-YORK.†				..	NEW-YORK TO LIVERPOOL			
	No. of Passages.	Average Time of Passages.				No. of Passages.	Average Time of Passages.		
		days.	hours.	min.			days.	hours.	min.
Persia,.....	7	11	11	49	..	7	9	16	57
Asia,.....	8	13	7	34	..	8	10	20	57
Africa,.....	7	13	4	39	..	8	10	22	20
Europa,.....	3	15	13	55	..	3	11	23	5
Arabia,†.....	1	15	12	0	..	..	..	..	..
	26	13	3	20	..	26	10	16	40
Reducing Boston to New-York distance, the average of all passages is	53	13	23	0	..	53	11	5	0
CUNARD LINE,‡.....	average as above,				..	12	14	4	

* 2,828 Nautical miles.

† 3,013 Nautical miles.

‡ One trip.

Average Passages of the Collins Steamers at several periods.

NEW-YORK AND LIVERPOOL.

NAMES OF STEAMERS.	LIVERPOOL TO NEW-YORK.				..	NEW-YORK TO LIVERPOOL.			
	No. of Passages.	Average Time of Passages.				No. of Passages.	Average Time of Passages.		
		days.	hours.	min.		days.	hours.	min.	
1856.									
Baltic,*.....	7	12	12	0	..	7	11	8	0
1857.									
Atlantic,.....	4	11	13	0	..	4	10	12	0

NEW-YORK AND SOUTHAMPTON.†

	Inward.				..	Outward.			
	No. of Passages.	days.	hours.	min.		No. of Passages.	days.	hours.	min.
1860.									
Adriatic,.....	5	10	2	20	..	5	9	19	30

THE HAVRE LINE.

Managed with great prudence and undisturbed by any serious competition, the Havre line, notwithstanding its misfortunes in losing the *Franklin* and *Humboldt*—fine steamers—which obliged them to charter others at high prices to fill their contract until the *Arago* and *Fulton* were built, was a successful line, and maintained its service until the breaking out of the rebellion, which stopped travel and checked commerce, and caused a withdrawal of the line in December, 1861. The line is still in the hands of its original owners, and its steamers are now employed as government transports. It must be remembered that although the compensation granted this line was small, not over one dollar per mile, yet it never encountered any formidable competition.

THE BREMEN LINE.

This was the pioneer of the American lines; but on the expiration of its contract in 1858, its owners, "The Ocean Steam Navigation Company," being unwilling to continue the mail service for the small compensation granted by the government, even with the old vessels, withdrew their steamers. Mr. VANDERBILT undertook the service with three of his unemployed steamers, but it was finally abandoned.

THE PACIFIC LINE.

At the time of its organization, this great company, which has with such success and profit, and in defiance of all competition, maintained its high reputation and controlled the travel of the Pacific coast, was a fair object of government aid. Yet the contract awarded to it was so insufficient, that it is notorious that the line would have failed and

* The shortest passage across the Atlantic was by the *Baltic*, in 1854. Time, 9 days, 16 hours, 59 minutes.

† Distance to Southampton exceeds that to Liverpool 59 miles.

been abandoned, but for the opportune discovery of the gold fields of California, and the immense emigration which ensued just as it commenced its operations.

But since, with the growth of the Western Empire on the Pacific shore, this line may be considered as a coast line, it is not proposed to include in this sketch more than a notice of its success.

This company runs a line of boats from New-York to Aspinwall, another from Panama to San Francisco, touching at Acapulco for coal; a branch line touching at the intermediate points on the coast, Monterey, San Diego, Mazatlan, &c., and a branch line by the Columbia and Willamette rivers, to Portland, Oregon; a third branch runs from San Francisco to Olympia, at the head of Puget Sound, stopping at Victoria, on Vancouver's Island, in British territory.

THE HAVANA LINE.

The subsidy granted to Mr. MORDECAI, for a line from Charleston to Havana, was sufficient to maintain it in continued and prosperous operation, and it was thriving when the rebellion broke out.

This closes the history of such lines as were subsidized by Congress. On reference to the table at the close of this section, it will be seen that the *only American steamer* in foreign trade is the *Adriatic*, now owned abroad.

COAST LINES.

Besides those already mentioned, there have been numerous lines established for coast service. Of these, as has been stated, the New-York and Charleston was the pioneer. This line, the New-York and Savannah, the New-York and New-Orleans, were all successful in their management, and in great favor with the American public. The *New-York and Havana* lines have all been crowned with success, and largely developed our trade with that rich and prosperous island. The *Tehuantepec* line, which had its terminus at *Minitilan*, on the Gulf, was abandoned, owing to the shallowness of the harbor, which does not admit of the entrance of steamers large enough for the character of the trade. The *Nicaragua* line, the terminus of which was at San Juan, has also been withdrawn; that harbor is filling up, and there is not now a draught of over nine feet water, where there was formerly fifteen. For a time this line met with success.

The Atlantic and Pacific Steamship Company, controlled by Mr. VAN-DEBILT, runs a line from New-York to Aspinwall, and a connecting line from Panama to San Francisco.

Mr. ROBERTS runs an independent line to Aspinwall.

Besides these regular lines, there are a number of steamers which run upon one or the other of the routes named, when favorable opportunities present.

The following table presents the several steam lines now in operation. It will be noticed that none of them are ocean lines, and that, with the exception of the Havana and Pacific lines, none run to foreign countries, on the American continents:

AMERICAN STEAM LINES, JANUARY, 1864.

<i>Names of Lines.</i>	<i>Route.</i>	<i>Steamers Employed.</i>	<i>Tonnage.</i>	<i>Total Tonnage.</i>	<i>Remarks.</i>
Pacific Mail Steamship Company.	Panama to San Francisco and Oregon.	Constitution,.....	3,800	88,907	Side-wheel.
		Golden City,.....	3,378		"
		Sacramento,.....	2,647		"
		Golden Age,.....	2,282		"
		St. Louis,.....	1,621		"
		Sonora,.....	1,616		"
		Orizaba,.....	1,451		"
		Uncle Sam,.....	1,434		"
		California,.....	1,057		"
		Mariposa,.....	1,089		Propeller.
		Monterey,.....	1,087		Side-wheel.
Four new steamers building.	18,000	"			
Atlantic and Pacific S. S. Co.	New-York to Aspinwall.	Ocean Queen,.....	2,801	0,820	Side-wheel.
		North Star,.....	1,867		"
		Northern Light,.....	1,567		"
		Champion,.....	1,490		"
		Arlet,.....	1,295		"
M. O. Roberts' California S. S. Line.	New-York to Aspinwall.	Illinois,.....	2,168	9,817	Side-wheel.
		Moses Taylor,.....	1,372		Pacific Coast.
		Retribution,.....	2,500		Not yet ready for Pacific Coast.
Havana and New-Orleans Line.	Panama to San Francisco.	Empire City,.....	1,751	9,817	Pacific Coast.
		America,.....	2,081		
Havana and New-Orleans Line.	New-York to Havana and New-Orleans.	Morning Star,.....	2,022	4,087	Side-wheel.
		Evening Star,.....	2,015		"
Spofford and Tilden's Line.	New-York to Havana and New-Orleans.	Et. de,.....	1,600	3,200	
		Columbia,.....	1,600		
New-York and Virginia.	New-York to Havana and New-Orleans.	Roanoke,.....	1,071	2,117	Side wheel.
		Creole,.....	1,046		"
		Yazoo,.....			Building Prop'r.
Cromwell's Line, New-Orleans S. S.	New-York to New-Orleans.	George Washington,.....	810	2,305	Propeller.
		Cromwell,.....	810		"
		Locust Point,.....	475		Extra boat.
		Parkersburg,.....	710		"
New-York and Portland.	New-York to Portland.	Potomac,.....	462	982	Propeller.
		Chesapeake,.....	470		"
				66,185	

There are no Transatlantic American Lines.

THE BRITISH SYSTEM OF STEAM NAVIGATION.

PARLIAMENTARY LEGISLATION.

AN act of Parliament (7 WILLIAM IV., chapter 3, 1837) transferred all contracts by the Post Office Department for sea mails to the Admiralty. This was the beginning of the system of the mail steam-packet service of Great Britain.

The passages of the *Sirius* and *Great Western*, in 1838, from Liverpool to New-York, having plainly demonstrated the practicability of ocean steam navigation, the British government at once undertook to explore the new field thus opened to her industry and enterprise.

In the following year, 1839, a contract was made with Mr. CUNARD to convey the mails from Liverpool, *via* Halifax, to Boston, in five steamers of the first class, for the sum of £85,000, or \$425,000 per annum. It was stipulated that these vessels should be capable of conversion into ships of war, and of carrying ordnance of the heaviest kind.

This line of steamers, famous as the CUNARD line, was immediately established, and the results of the experiment were so favorable that the government was, in 1846, induced to enlarge the contract of 1839, by adding four ships to run from Liverpool to New-York, and to increase the compensation to £145,000, or \$725,000 per annum for the total service. These last vessels commenced their trips in 1848.

In 1845, the government entered into a contract with the *Peninsula and Oriental Steam Navigation Company* for the employment of seven steamers, at £160,000, to run from Southampton, *via* Gibraltar and Malta, to Alexandria, in Egypt; thence to send the mails overland to Suez; again thence by steamer to Singapore and Hong Kong, touching at Aden, Bombay and at Point de Galle, Ceylon, with a branch line from Point de Galle to Calcutta, touching at Madras.

In the year 1840 a contract was made by the Admiralty with the *Royal Mail Steam Packet Company*, at £240,000, or \$1,200,000 per annum, for fourteen steamers, to carry the mails from Southampton to the West Indies, the ports of Mexico on the Gulf, and to New-Orleans, Mobile, Savannah and Charleston; to make 24 voyages, or 48 trips a year, leaving Southampton semi-monthly.

In consequence of some disasters during the first years, the West India line was relieved from touching at the ports of the United States, but in 1847 required to resume its trips to New-Orleans, and any others, as ordered.

This Company received a contract, in 1850, of £270,000 per annum, to carry the mails twice a month to the West Indies; and, in 1851, a further contract of £25,000 to carry the mails once in each month to Brazil and the River Plate. The conditions of the contract required that the passages should be made in the following time:

To St. Thomas,.....	in 14 days	12 hours.
“ Colon,.....	“ 10 “	15 “
“ Rio,.....	“ 26 “	0 “
From Rio,.....	“ 25 “	5 “
To Buenos Ayres,.....	“ 35 “	12 “
From Buenos Ayres,.....	“ 30 “	21 “

From St. Thomas ten different radiating lines to Mexico, Central America, the Spanish Main and the various West India Islands, keep up a constant communication.

These three lines employed, in 1848, eighty-seven steamers, and for the home service twenty-eight smaller steamers, in all, one hundred and fifteen steamships.

In 1840, the government made a contract with the *Pacific Steam Navigation Company* for a line from Valparaiso to Panama, touching at intermediate points, and making an overland connection with the West India line.

A series of contracts were also entered into connecting the important commercial towns with the Continent.

In 1852, the *Peninsula and Oriental Company** and the *Royal West India Mail Company* alone employed fifty-three steamers, of which thirty were wooden vessels and twenty-three iron; of these, sixteen run from Southampton to foreign ports, and twenty-three were permanently employed abroad.

In 1854, Mr. CUNARD received a contract to carry the mails from Halifax to Bermuda and St. Thomas, for £14,700 per annum.

In 1857, the *African Steamship Company* took a contract of £33,000 to take the mails once a month to the Cape of Good Hope; and in 1858, to the West Coast of Africa once a month, touching at Madeira, Teneriffe, Sierra Leone, and other intermediate points.

These contracts were all made for an extended period, and in nearly all, if not all cases, were renewed on the application of the companies some years before their expiration. In such renewals the government, while not withholding an additional subsidy when its need was imperatively demanded by the circumstances of the service, or the result to the contractors in the bargain made, always required some extension of the system, so as to allow of a more frequent, a more direct, or a more efficient service. While seeking always to make the system self-supporting, it has, nevertheless, unhesitatingly incurred new charges whenever it could thereby develop the commerce of its people, and open new markets to their industry.

The following table, taken from the Post Office Report of 1862, will show the important details of this comprehensive and extended system :

* In the Appendix, Table No. 24, may be found a table of the steam fleet of the Peninsula and Oriental Steam Navigation Company, January 1, 1861.

Table showing the Foreign Steam Communication of Great Britain, and the Government subsidies, from the Report of the Postmaster-General, 1862.

No. of the Lines.*	Destination.	No. of Trips.	Companies.	Date of Contract.	Subsidy per Annum.
12.....	Southampton, Vigo, Oporto and Lisbon,.....	Three times a month.	Peninsula and Oriental Steam Navigation Company,...	Admiralty. January 9, 1852.	£5,000
13.....	Southampton to Gibraltar, Malta and Alexandria,.....	} Four times a month.	Ditto.	} Admiralty. January 1, 1853. July 7, 1854.	} 240,025
	Marseilles, Malta and Alexandria, Suez and Bombay, Suez and Calcutta, Bombay and China, ..					Twice a month.	Ditto.
14.....	Point de Gallo and Sydney,	Once a month.	Ditto.	Post Office. April 10, 1861.	134,672
15.....	Liverpool, Halifax and Boston,.....	} Weekly.	Sir S. Cunard,.....	Admiralty. June 24, 1853.	} 176,340
	Liverpool and New-York,				
16.....	Halifax, Bermuda and St. Thomas, ..	Once a month.	Ditto.	July 1, 1854.	14,700
17.....	West Indies,.....	Twice a month.	Royal Mail Steam Packet Co.,.....	July 5, 1850.	} 270,000
	Brazil and River Plate,	Once a month.	Ditto.	January 1, 1851.	
18.....	Pacific,.....	Once a month.	Pacific Steam Navigation Co.,.....	April 1, 1862.	25,000
19.....	West Coast of Africa,	Once a month, to touch at Madelra, Teneriffe, Sierra Leone, &c.	African Steamship Co.,.....	Sept. 24, 1858.	30,000
20.....	Cape of Good Hope,.	Once a month.	Union S. S. Co.,....	Sept. 12, 1852.	33,060

In addition to this extended system of steam mail communication, an increased service is proposed on the China coast. Before the recent hostilities, a line was contemplated from China to Japan; another to connect Brazil with Australia across the South Pacific, and Australia with New-Zealand, and again from Panama to British Columbia. Nor will this sleepless and energetic nation pause in its course until it has girdled the world with its constant steam communication; and, by the combined wisdom of its rulers and the energy of its people, rendered all nations and all climes tributary to its power, and wealth, and comfort.

* The preceding numbers are of domestic lines, or lines to the Continent.

THE BRITISH TELEGRAPHIC SYSTEM.

THE British government, with the same wisdom with which it has developed an extensive system of steam communication, has also fostered the establishment of telegraphic lines continuously connecting distant points. Finding an established line to Sardinia, they entered into a contract, in 1858, for what was called the Mediterranean extension. This line extends from Cagliari, in the island of Sicily, thence to Malta, and then on to Corfu, the object of the line being to give telegraphic communication by way of France and Sardinia with Malta and Corfu; and on the giving way of the line, in 1858, they granted an additional facility by extending the period of guarantee, which was the form of aid adopted. "*The Mediterranean Extension Company*" then laid down another cable from Sicily to Malta by a more circuitous route. This Company passes its messages by the Submarine Company through France, thence to Genoa, from Genoa to Corsica, and Corsica to Sardinia, thence, as stated, to Malta and Corfu.

Dissatisfied with the necessity of passing through France or Germany to the Mediterranean islands, plans were projected for a coast line from Falmouth to Gibraltar and thence to Malta—entirely submarine.

In 1858 the government, finding that unless it gave its aid, there would be no line of communication with India at all, resolved to interpose. The same mode of guaranty being adopted, for a guaranty of 4½ per cent., for 50 years, the "*Red Sea Telegraph Company*" undertook to make and lay a line from Alexandria to Suez, from Suez to Aden, at the straits of the Red and Arabian sea, and from Aden to Kurrachee in Hindostan. From Kurrachee to Bombay a line has been since completed, and connection made with Madras and Calcutta on the Bay of Bengal, and Point de Galle in Ceylon, and extensions are proposed to be laid from Rangoon to Penang, thence to Singapore, to Manila, Hong Kong and Shanghai, but they can only be made at a very great expense. And from Singapore to Batavia a line has already been laid down by the Dutch, and a further English line is projected to run from Batavia to Melbourne, Australia.

A convention was made with Austria to lay a cable from Ragusa to Alexandria; and the Turkish government has granted the English government that, for 99 years, all the telegraphic stations between Alexandria and Kurrachee shall be in the hands of an English Company.

It will be seen by a comparison of the points connected by telegraphic, with those connected by steam communication, how carefully the two systems are combined, so as to aid and foster British commerce, and how unsparingly subsidies have been paid to each to promote this object.

THE FRENCH SYSTEM OF STEAM NAVIGATION.

UNDER the reign of Napoleon III. France has again begun to develop her marine resources, and recover something of the maritime power and colonial extension which she enjoyed, until it was almost destroyed by the treaty of peace of 1815.

To encourage the development of commerce, the government pays enormous subsidies to the great lines which have been established to South America and the East. France, at least, does not intend to leave the control of the seas in the hands of one power, and she has been gradually seizing such important points as had escaped the attention of Great Britain, or she has made points, unimportant in themselves, at great labor and expense, secure ports of refuge to her commerce, and of control over the great highways of the world. In the Mediterranean, Algeria offsets Malta. In the Pacific, Otaheite, seized by Louis PHILIPPE and placed under French protection, affords a station unsurpassed in the South Pacific, and she is fast acquiring and strengthening ports in the Indian and China seas, as well as on the African coast.

All the French lines are in the hands of one great company, the "*Messageries Imperiales*," under a large general subsidy from the government, which is increased as any new service is added. This company is on a permanent and national footing. The government makes the advances necessary to build the steamers, and gives an annual subsidy besides, and takes from the line an annual per centage of not exceeding five per cent., by which it repays itself gradually for the first advance. The *Messagerie* employs three great lines, and a fourth is now contemplated.

The first and oldest of these, having been now over twenty years established, is the Mediterranean line. This service is performed by two lines of steamers, one of which leaves each alternate week for Alexandria, and another for Constantinople, touching at the Italian and Greek ports, Malta, and the ports of Asia Minor. The other touches at the various ports on the coast of Africa, Tunis, Algiers and Tangiers. These vessels are all under the command of First-Lieutenants of the Imperial navy, with the grade of Captain.

The East India service is performed by a monthly line of steamers, which leave Marseilles and touch at Alexandria; thence to Aden, Point de Galle and the Bay of Saigon, and ends at Hong Kong. Connected with these are two branch lines, one from Hong Kong and Shanghai. A second is proposed from Aden to the Isle of Bourbon—a French possession. The main line has been in operation some years.

There are two transatlantic lines which are in full operation. The first runs from Bordeaux, twice each month, to Brazil and La Plata, and has been in operation some five or six years. The second is to Mexico, touching at Santiago de Cuba, on the Island of Cuba, and at Martinique. This line leaves St. Nazaire, and ends at Vera Cruz; a branch line con-

nects Martinique with Guadaloupe. The main Mexican line has been in operation since the French occupation of Vera Cruz, and will shortly run semi-monthly.

The third transatlantic line is now nearly ready to commence its semi-monthly trips from Havre to New-York—the first steamer to leave in April.

PROGRESSIVE INCREASE IN FRENCH TONNAGE.

ON THE 31st. Dec.	NO. OF VESSELS.		SAILING AND STEAM.		STEAMERS.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1847,	14,321	660,260	117	12,367		
1848,	14,353	683,298	118	13,152		
1849,	14,364	680,585	119	13,391		
1850,	14,354	688,180	126	13,925		
1851,	14,557	704,429	139	19,460		
1852,	14,607	721,427	151	22,171		
1853,	14,719	722,705	174	26,309		
1854,	14,306	789,762	197	35,098		
1855,	14,248	872,156	225	45,493		
1856,	14,724	998,906	275	64,339		
1857,	15,776	1,052,576	327	71,479		
1858,	15,187	1,049,844	324	66,587		

PRESENT STEAM COMMUNICATION BETWEEN EUROPE AND THE UNITED STATES.

THE legislation of the two countries has been presented, and the service rendered by the American lines, so long as they enjoyed the subsidies of the government, and were thereby enabled to compete with their foreign rivals. The following table shows the existing steam communication of the United States with Europe; and the fact is pointed out with humiliation and regret, that while both Great Britain and the Hanse Towns are increasing the number of their vessels, and France is about to establish a line, not only have the United States no lines across the Atlantic, but that the only American vessel, the "*Adriatic*," which crosses the ocean, has passed from American into foreign hands.

Yet it is a subject of natural pride, to which your memorialists point with satisfaction, that in this field of enterprise, as in all others, American skill, mechanical industry and enterprise, whenever opportunity was presented for fair and legitimate competition, maintained an equality with, if not superiority over all rivals; and they now believe, that with such opportunity afforded, and when the seas are cleared of the piratical cruisers, they will, without great charge to the government, recover the passenger trade of the Atlantic ocean from all competitors.

FOREIGN STEAM LINES TO THE UNITED STATES, JANUARY, 1864.

Line.	Route.	Name of Steamers.	Ton'ge of each steamer.	Total tonnage.	
Cunard Line.	Liverpool to New-York, and Liverpool to Boston.	Scotia,.....	4,137	26,870	Under subsidy.
		Persia,.....	3,688		
		Australasian,.....	2,663		
		China,.....	2,522		
		Arabi,.....	2,285		
		Africa,.....	2,088		
		Asia,.....	2,051		
		Europa,.....	1,751		
		America,.....	2,030		
		Niagara,.....	1,824		
		Canada,.....	1,381		
Screw Line.		Kedar,.....	1,028	6,652	Transferred from Philadelphia to New-York in 1857.
		Hecla,.....	1,684		
		Olympia,.....	1,666		
		Sciota,.....	1,704		
Dale Line.	Liverpool to New-York.	City of London,.....	2,560	23,757	
		" New-York,.....	2,560		
		" Baltimore,.....	2,267		
		" Washington,.....	2,380		
		" Manchester,.....	2,109		
		" Cork,.....	1,545		
		" Limerick,.....	1,540		
		Etna,.....	2,215		
		Edinburg,.....	2,197		
		Kangaroo,.....	1,874		
Bosphorus Branch,.....	443				
Glasgow,.....	1,062				
London and New-York E. S. Co.		Bellona,.....	1,703	3,896	Not yet completed.
		Cella,.....	1,693		
Anchor Line.		Unica,.....	1,274	3,694	
		Avoca,.....			
		Una,.....			
		Britannia,.....			
Montreal Ocean S. S. Line.		Caledonia,.....	1,365	2,819	
		United Kingdom,.....	1,153		
		St. George,.....	1,426		
Galway Line.		St. Andrew,.....	1,398	6,000	
		St. Patrick,.....	1,398		
		Adriatic,*.....	4,000		
National Steam Nav. Co.		Columbia,.....	5,000	7,423	
		Louisiana,.....	2,271		
		Virginia,.....	2,747		
Hamburg American Pack't Co.		Carolina,.....	2,410	11,700	Fine vessels.
		Saxonia,.....	2,500		
		Hammonia,.....	2,100		
		Teutonia,.....	2,400		
		Borusela,.....	2,100		
Germania,.....	2,600				
North German Lloyds S. S. Line.		America,.....	2,509	10,155	
		New-York,.....	2,366		
		Hansa,.....	2,582		
		Bremen,.....	2,398		
Jamaica and Hayti, Nassau and Havana.		Saladin,.....	513	1,560	Under subsidy.
		Corsica,.....	1,042		
		Steamers, total tons,.....	104,051		

* This steamer, built for the Collins line, and now owned abroad, is the only American steamer which crosses the ocean.

GOVERNMENT SUBSIDIES TO OCEAN STEAMERS.

THE wisdom and propriety of government paying subsidies to ocean steamers for the conveyance of the mails, has been widely discussed both in this country and in England, by able writers, by the press of the two countries, and on the floor of the House of Commons and the halls of Congress.

In the beginning of the controversy the liberal view prevailed in this country. The general sentiment of the nation, justly stimulated by the triumphs which our steam lines rapidly achieved over all rivals, and by the continued successes of the American shipmaster, was clearly in favor of giving every encouragement to these enterprises. The disasters which overtook the COLLINS line—disasters beyond the control of mechanic or master—beyond the ken of government or owner—somewhat dulled this enthusiasm, and strengthened the hands of a class of men who, changing their views from those which they had before entertained, determined that they would no longer support what they were pleased to call a tribute to Northern prosperity and Northern commerce. It is needless here to oppose this narrow policy. The day has passed, and passed forever, when an American will look with jealousy on the fostering or development of any branch of the industry of the country, whether agricultural, commercial or mechanical.

Yet nothing is more certain, than that men were found, (and this was as nothing compared with their later crime,) who were ready to destroy the commercial supremacy of this nation, and to strip it of its right arm of offence, by crippling its marine, that it might be the more powerless to resist their then premeditated treason.

Unfortunately their counsels prevailed, and the ocean steamers, in which the country took such a hearty and honest pride, are among the memories of the past.

In England, no such false policy has prevailed. From the year 1840, when, the experiment of the *Sirius* having succeeded, the government set itself to work to bind in its chains the commerce of the world, there has been no hesitation or drawback on the part of the authorities. Repeated investigations have been had; volumes of testimony have been published; economists have attacked the system in vain. Endeavors have been made to stimulate the lines to support themselves, yet, what is the result? One answer will suffice. LORD STANLEY, of Alderley, the Postmaster-General of Great Britain, in his report of 1862, says:

“As regards the cost of the packet service generally, I entertain a hope that at some distant time these packets will all be self-supporting—that is, that the subsidy will in no instance exceed the amount of sea postage, but for many years to come there will be, no doubt, a deficiency, and the question will remain how the deficiency is to be made good;” and he suggests that the colonies should be made to pay one-half of the

cost of supporting the service—which may be the case at a distant period. If, without competition, these lines cannot be maintained, without government subsidies, it is not probable that they will be maintained with such competition.

Intimations have been made that the British government were ready to abandon the system of subsidies. There is little doubt that the system will be abandoned so soon as the commerce which the lines develop becomes sufficiently great to enable them to support themselves by freight and passengers and ordinary sea postage. It is stated that this is already the case with the trade to the United States, and it is questionable whether the CUNARD line will receive, on the expiration of its contract, a renewal on as favorable terms. The numerous lines springing up lead to this conclusion; but there is no evidence that this withdrawal of government aid will be applied to the South American, West Indian or East Indian lines. On the contrary, every year something additional is granted to their support and extension; and the period at which they will be self-sustaining appears to be, as stated by Lord STANLEY, remote.

On reference to the rate of speed of the British lines on the foreign service, particularly that to the West Indies and the South American coast, it will be found that the reason for this inability of the lines to sustain themselves does not arise from the large consumption of coal requisite to a high rate of speed. So long as there is no competition, the government does not exact very rapid service. Doubtless, when such competition occurs, the subsidies will be increased, and the lines be further encouraged. This applies especially to the coast lines.

With regard to ocean lines, the question is still mooted as to whether any side-wheel steamers of sufficient size, strength and speed, to meet the present requirements of travel and postal demand, can be maintained without subsidies with any profit to the owners; while it is not denied that screw steamers may be so managed as to run with profit without government aid.

In 1860, a special committee was appointed by the House of Commons to consider the whole subject of steam packet and telegraphic communication; among the tables reported by them, are the two following, which show the existing lines and the cost of their maintenance. The one is a report of the cost of, and loss to government by the CUNARD line, showing the difference as against the government to have been, in the year 1859, £79,000, or \$395,000.

The other states the service of all the lines, and shows the loss to have been, in 1859, £514,400, or \$2,572,000. What a small per centage to pay for the enormous increase which steam communication has given to commerce, and the comforts it has given to the world!

If no pecuniary gain resulted, it were a small price to pay for the happiness which it promotes, drawing near the distant and loved, and again uniting for a season those who, but for this annihilation of time and space, had been forever divided.

AN ESTIMATE of the CORRESPONDENCE conveyed by the BRITISH AMERICAN PACKETS, (CUNARD LINE,) in one year, 1859; of the total British Postage thereon; of certain deductions to be made from the total British Postage; of the British Sea Postage remaining after making those deductions; of the cost of Sea Conveyance, and of the difference between the cost of Sea Conveyance and the amount of Sea Postage.

From the Report of Select Committee on Postal and Telegraphic Contracts, made to the House of Commons, May, 1860.

Correspondence.			Total British Postage on Letters.	Total British Postage on Printed Matter.	Sea Postage.
Letters. No.	Printed Matter. No.				
4,810,000	1,753,000	Between the U. Kingdom and the U. S.,... Do. do.	£ 82,500	£ 7,500	
243,800	471,800	Between the United Kingdom and Canada, Do. do.	6,000	1,600	
		Of this number only 384,000 (which were despatched from the United Kingdom,) produced any British postage.			
133,700		Between the United Kingdom and the rest of British North America and Bermuda, †Including £1,500 for postage on official letters.	†4,550		
	†164,920	Between the United Kingdom and the rest of British North America and Bermuda, †Of this number the papers received in the United Kingdom produced no British postage.		670	
46,000		Between the United Kingdom and Havana, Mexico and California,.....	2,750		
cannot be stated.	84,400	Do. do.	2,700	140	
115,300		Between intermediate ports,.....	5,620		
	104,000	Between the Continent of Europe and North America in open mails,..... Do. do.		460	
Oz. 290,500	Oz. 821,000	French and Prussian closed mail,.....	17,950	530	
			£ 122,070	£ 10,000 122,070	
		Deduct for returned letters,.....		£ 132 970 4,835	
		Deduct for British inland rate, 1½d. per letter on the whole number of letters in the number column,.....	11,000	123,135	
		And half the postage on the printed matter, with the exception of the 1 centime on the French and Prussian closed mails,	5,135	16,135	£112,000

COST OF SEA CONVEYANCE.

For conveyance of mails between Liverpool and to Halifax and Boston, and between Liverpool and New-York,.....	£173,300	
Do. do. Between New-York and Nassau,....	2,000	
Do. do. Between Halifax and Bermuda and St. Thomas, and between Halifax and St. John's, Newfoundland,.....	14,700	191,000
LOSS on the service, viz., difference between sea postage and cost of sea conveyance,.....		£ 79,000

In the beginning of the mail service the British government, so far from losing, was a gainer by its contracts with the Cunard steamers.

It has been estimated that, in the six years from 1841 to 1846 inclusive, the amount of moneys received for sea postages by the British Government, was, in

Estimate of Sea Postages received from Cunard Line, from 1841 to 1846.

1841,	21 voyages,	....	\$1,327,200
1842,	21 "	....	1,327,200
1843,	20 "	....	1,295,600
1844,	20 "	....	1,295,600
1845,	21 "	....	1,327,000
1846,	19 "	....	1,264,200
Total 6 years,.....			122
The amount paid for service, 6			
years, £85,000 each,.....			£4,500,000 — \$2,550,000
Balance to credit of Great Britain,			\$5,286,800

This estimate was based on an average mail of 60,000 letters, 40,000 printed papers, and an average yield of \$31,600. This was the estimate submitted to the Senate by Mr. KING, of Georgia, in his speech on the Marine Packet Service in July, 1848.

The establishment of the COLLINS line destroyed this monopoly, and it has never been regained.

A Statement showing the Payment for each of the Foreign and Colonial Packets under contract with the British Government: the estimated Sea Postage on the Correspondence conveyed by each line of Packets; the Profit or Loss on each Line, &c., in 1859, from the Report of the Select Committee, 1860.

Packets.	Contract Payments.	Sea Postage.	Profit.	Loss.	The cost of Sea Conveyance per ounce of Letter and pound of Printed Matter.
A. DOVER AND CALAIS, AND DOVER AND OSTEND,...	£ 15,500 ..	£ 76,000 ..	£ 60,500 ..	....	....
B. Peninsula,.....	20,500 ..	3,000 ..	....	£175,000 ..	9 5½
C. North America,.....	191,000 ..	112,000 ..	....	79,000 ..	2 6
D. West Indian,.....	293,500 ..	73,000 ..	....	215,500 ..	4 8
Pacific,.....					
Brazilian,.....					
E. West Coast of Africa,.....	30,000 ..	4,000 ..	....	26,000 ..	0 1 15-16
F. The Cape of Good Hope,...	32,400 ..	7,500 ..	....	24,900 ..	2 4¾
G. Australia,.....	97,000 ..	29,000 ..	....	68,000 ..	2 3¾
H. East Indies,.....	168,000 ..	84,000 ..	....	84,000 ..	1 4 11-16
	£ 847,900 ..	£ 393,500 ..	£ 60,500 ..	£ 514,400	
A loss per annum of £514,400.					

Lord STANLEY, in his report of 1862, remarks, "that the American mails in their ordinary course entail a heavy loss." And on examination of the above tables it will be found that the chief loss was in the service with the American continents, £79,000 on that to North America, and £215,500 to the Southern American countries. Yet it is not proposed to withdraw, but rather to increase the lines and extend their service.

Experience has shown that *ocean* mail lines cannot be maintained at all without government subsidies, and coast lines only under the most favorable circumstances; that is, where the population and consequent travel is large, coal easily obtained, and freight regular and certain.

Nor can it be answered that the existence at the present of numerous and successful lines upon the Atlantic, which are running in many cases without subsidies, is an evidence against the truth of this assertion. It must not be forgotten that the "times are out of joint," that rebel cruisers, fitted out in British ports with the last improvements in machinery and armament, strong to assail the weak and defenceless, and light of foot when pursued by men of war, have driven American commerce from the seas, and thrown into the hands of the foreigner a large part of our carrying trade—a proportion of which has been made tributary to the foreign steam lines.

It is safer to draw all comparisons to the summer of 1860, when, though the cloud hung lowering over the political horizon, commerce had not yet taken in its sail or altered its courses.

During the time of the existence of the competition between the British and American lines, while the foreign companies were all thriving, those of this country were gradually becoming embarrassed; this was owing, mainly, to the higher rate of compensation paid by the British government for their mail service. Thus, it was estimated by Mr. RAINEY that, in 1858, the ocean mail steamers of Great Britain run 2,532,231 miles, at a total cost to the Admiralty of £1,062,797, or \$5,333,985. The ocean mail steamers of the United States run 735,732 miles per year, at a total charge on the Post Office Department of \$1,329,733. The British steamers run three and a half times as many miles as the American and received a sum more than four times as large.

The following tables, taken from the work of Mr. RAINEY on the *Ocean Post*, show that while the British government was paying to four of her principal ocean lines an average of \$2 30 per mile, the American government was paying to five of ours an average of \$1 80 $\frac{1}{2}$ only, or about two-thirds as much as the former. The tables are made up for 1857.

Table showing Comparative Subsidies to American and British Lines in 1857.

AMERICAN.						
Line.	Trips.	Distances.	Subsidy.	Gross Postage.	Total miles.	Pay per mile.
Collins,.....	29 ..	3,100 ..	\$385,000 ..	\$415,867 ..	124,000 ..	\$3.10 $\frac{1}{2}$
Bremen,.....	13 ..	3,700 ..	128,937 ..	123,937 ..	96,000 ..	1.34
Havre,.....	13 ..	3,270 ..	88,484 ..	88,484 ..	85,020 ..	1.00 $\frac{1}{2}$
Aspinwall,....	24 ..	3,200 ..	290,000 ..	139,610 ..	153,600 ..	1.88 $\frac{1}{2}$
Pacific,.....	24 ..	4,200 ..	348,250 ..	183,238 ..	201,600 ..	1.70
Havana,.....	24 ..	669 ..	60,000 ..	6,288 ..	32,112 ..	1.86 $\frac{1}{2}$
Vera Cruz,....	24 ..	900 ..	29,062 ..	5,960 ..	43,200 ..	.07
			\$1,329,733	\$1,035,740*	725,732*	1.80 $\frac{1}{2}$ Average.

* The slight errors in these footings occur in the original.

BRITISH.

LINE.	Trips.	Dis- tances.	Subsidy.	Gross Postage.	Total miles.	Pay per mile.
Cunard,.....	52	3,100	£173,340	£143,687.10	304,000	11s. 4½d. \$2.33½
Royal Mail,.....	24	11,402	276,000	106,905.00	547,206	9 10 2 46
Peninsula and Oriental,....	24	*....	244,000	178,186.11	796,687	6 01½ 1.53½
Australian,.....	12	14,000	185,000	83,251.12	390,000	11 00 2.75
Bermuda and St. Thomas,...	24	2,042	14,700	....	93,000	8 00 0.75
Panama and Valparaiso,....	24	2,718	25,000	5,715.00	180,481	3 10 0.96
West Coast of Africa,.....	12	6,245	23,250	8,196.02	149,880	2 06 0.62½
				French, Belgian and Dutch postage.		
Channel Islands,.....	156	182	....	74,430.08	41,184	....
Holyhead and Kingston,...	780	64	....	86,158.09	93,440	....
Liverpool and Isle of Man, 112	70	....	....	10,032.15	14,560	....
Shetland and Orkneys,....	52	200	....	....	20,500	....
			£1,082,707	£591,573.07	2,532,231	9s. 7d. \$2.39

Total average, per mile, \$2.10½. Average of four principal lines, \$2.39.

These subsidies have been gradually increasing from the year 1850, and additions made as new services were required from the lines, growing out of the increased commerce which followed their establishment; and in times of commercial distress, as well as in prosperity, the same sustaining and unfaltering protection has always been afforded by the sagacious and far seeing policy of the British government.

As an instance of the careful manner in which the government of Great Britain has nursed and fostered her steam lines, a sketch is given of the history of the Royal Mail Steam Packet Company.

The original contract for the West India service was made in 1840, and was for ten years from January, 1842, at a subsidy of £240,000 per annum. The service was bi-monthly, and the speed about eight knots an hour. The original rate per mile was about 7 shillings sterling, but on representations that the service could not be performed, the rate was raised to 12s. 3d. per mile. In 1849 the contract was extended for another period of ten years. At that time the company undertook the Brazilian addition to the West India service, receiving therefor an additional subsidy of £30,000 per annum. This is a monthly service. The rate of speed was increased to nine knots per hour, and in 1852 to ten knots. In the year 1858 two additional years were added to the contract, on condition of an increased speed on the Brazil route, upon which the company had put its old boats, an increase in the size of the West India steamers, and a branch service from Rio de Janeiro to the River Plate.

The time on the Rio service was reduced from 67 to 55½ days, and to the Isthmus of Panama from 59 to 42 days.

In the early service of this line stoppages were made at Teneriffe and Madeira, at considerable advantage to the company, but on account of complaints of delay it was dropped from the service.

* From Southampton to Alexandria, Suez to Hong Kong, Southampton to Gibraltar, &c., &c., &c.

In the evidence before the Select Committee, in 1860, in reply to inquiries of Mr. LAING, the Secretary of the company stated that the commercial traffic on the Royal Mail Line was not such as to enable any independent line of steamers to exist. The books of the company had been repeatedly examined; the expense of steaming was shown to be so great, that unless with a subsidy on that line the traffic was certainly not enough to pay: yet there had never been any competing line.

What has been the result of this careful management? The British lines have so monopolized the service of the Central and South American countries, that letters for Mexico are now sent to our consul at Havana, by him, through the English consul at the same port, placed on board the English steamer for Vera Cruz, (a town held by the French, where all mails are opened, and which is, moreover, shut out from all communication with the interior,) at an enormous rate of postage. A procedure by no means gratifying to national pride, consonant to national interest, or calculated to increase our influence with our neighbors.

GROWTH OF THE BRITISH STEAM MARINE.

THE British statistical tables of trade and navigation show a steady increase in the number of steam vessels, and a rising ratio in comparison to sailing vessels.

In 1854, of 36,348 vessels, measuring 5,115,846 tons, registered as belonging to the United Kingdom and British Possessions, 1,708 were steam, tonning 326,452 tons.

In 1861, of 38,808 vessels, measuring 5,895,369 tons, 2,473 were steam, tonning 561,023 tons.

Thus, in seven years, the total gain in tonnage of both sailing and steam was 779,523 tons, of which nearly one-third, 234,571, was of steam vessels. The same rate of increase maintained for a few years will change the character of British vessels, and give a predominance to steam over sailing vessels.

It will be seen by reference to the following tables, that the rate of increase of steam over sailing vessels is steadily progressing:

Tonnage of Registered Vessels, Sailing and Steam, which belonged to the United Kingdom and British Possessions on the 31st December, 1854 to 1861.

Years.	Sailing Vessels.	Tonnage.	Steam Vessels.	Tonnage.	Total Vessels.	Total Tonnage.	Seamen except Masters.
1854,.....	34,640 ..	4,789,394 ..	1,708 ..	326,452 ..	36,348 ..	5,115,846 ..	269,008
1855,.....	33,782 ..	4,342,263 ..	1,910 ..	408,290 ..	35,692 ..	5,250,553 ..	260,194
1856,.....	34,062 ..	4,834,719 ..	1,951 ..	417,717 ..	36,012 ..	5,312,436 ..	267,573
1857,.....	34,956 ..	5,077,921 ..	2,132 ..	453,966 ..	37,088 ..	5,531,887 ..	237,353
1858,.....	35,512 ..	5,121,208 ..	2,239 ..	488,415 ..	37,751 ..	5,609,623 ..	288,345
1859,.....	35,961 ..	5,187,638 ..	2,239 ..	472,764 ..	38,200 ..	5,660,402 ..	291,431
1860,.....	36,164 ..	5,210,324 ..	2,337 ..	500,144 ..	38,501 ..	5,710,968 ..	294,460
1861,.....	36,395 ..	5,334,346 ..	2,473 ..	561,023 ..	38,868 ..	5,895,369 ..	299,861

A table of another character presents a comparison of the number of ves-

sels engaged in the home and foreign trade in the years 1853 and 1861. The year 1853 is taken from the fact, that the present system of keeping the accounts of trade and navigation only dates from that period:

Number and Tonnage of the Registered Sailing and Steam Vessels, exclusive of River Steamers, of the United Kingdom engaged in the Home and Foreign Trade.

	Sailing Vessels.	Tonnage.	Steam Vessels.	Tonnage.	Total Vessels.	Total Tonnage.
Home,.....	8,477 ..	689,342 ..	374 ..	85,471 ..	8,851 ..	774,815
Home and Foreign,.....	970 ..	150,500 ..	29 ..	7,250 ..	999 ..	164,050
Foreign,.....	3,120 ..	2,665,685 ..	237 ..	125,589 ..	8,857 ..	2,791,224
1853,.....	17,567 ..	3,511,827 ..	639 ..	213,260 ..	18,206 ..	8,730,097
Home,.....	11,060 ..	832,771 ..	443 ..	102,795 ..	11,503 ..	935,566
Home and Foreign,.....	1,326 ..	219,522 ..	72 ..	24,924 ..	1,808 ..	244,446
Foreign,.....	6,902 ..	2,306,218 ..	477 ..	418,465 ..	7,879 ..	8,179,083
1861,.....	19,288 ..	3,918,511 ..	997 ..	441,184 ..	20,285 ..	4,859,695

The rate at which this gradual increase in the proportionate number of steam vessels has progressed, may be seen by a table showing the number of sailing and steam vessels built and registered in the United Kingdom, from 1853 to 1861. It will be seen, that of 798 vessels built in 1853, and tonning 203,171 tons, 153, tonning 48,215 tons, less than one-quarter of the increased tonnage, were of steam. In 1861, out of 975 vessels, tonning 200,839 tons, 201 were steamers, tonning 70,869 tons, more than one-third of the increased tonnage.

Sailing and Steam Vessels built and registered in the United Kingdom.

	Sailing		Steam		Total		Iron.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Sailing Vessels.	Steam Vessels.
1853,	645 ..	154,956 ..	153 ..	48,215 ..	798 ..	203,171 ..	10 ..	117
1854,	628 ..	132,687 ..	174 ..	64,255 ..	802 ..	196,942 ..	36 ..	152
1855,	865 ..	242,182 ..	233 ..	81,018 ..	1,098 ..	323,200 ..	47 ..	195
1856,	921 ..	187,005 ..	229 ..	57,573 ..	1,150 ..	244,578 ..	33 ..	175
1857,	1,050 ..	197,554 ..	228 ..	52,918 ..	1,278 ..	250,472 ..	38 ..	155
1858,	847 ..	154,930 ..	153 ..	53,150 ..	1,000 ..	208,080 ..	25 ..	112
1859,	789 ..	147,967 ..	150 ..	38,003 ..	939 ..	185,970 ..	34 ..	106
1860,	818 ..	158,172 ..	198 ..	53,796 ..	1,016 ..	211,968 ..	32 ..	149
1861,	774 ..	129,970 ..	201 ..	70,869 ..	975 ..	200,839 ..	43 ..	159

How fully Great Britain controls her own steam carrying trade, and how largely she has developed and increased it, are shown by the following tables. The most striking points are, that in 1853 the number and tonnage of steam vessels of the several nationalities entered at the various ports of the United Kingdom were 4,505 steam vessels, of 1,335,636 tons: of these, 3,984 were English, tonning 1,176,850 tons, and 35 American, 46,670 tons. In 1861, 8,696 steam vessels were entered, tonning 2,801,743 tons, of which 7,229 British, 2,375,856 tons, and 5 American, 7,778 tons.

In 1853 the United States was fourth on the list; in 1861, fifteenth. Norway being then represented by 17 vessels; Denmark by 34; Hamburg by 176; Bremen by 131, and Lubeck by 4.

*Number and Tonnage of Steam Vessels of each Nation entered and cleared
at ports of the United Kingdom in 1853.*

NATIONALITIES.	ENTERED.		CLEARED.	
	Vessels.	Tons.	Vessels.	Tons.
British,	3,984	1,176,850	3,668	1,090,000
Swedish,	2	190	..	....
Norwegian,	2	145	..	....
Danish,	17	4,471	18	4,734
Prussian,	12	2,788	10	2,350
Other German States,	116	32,457	117	31,365
Dutch,	184	38,566	185	38,434
Belgian,	125	28,888	121	27,858
French,	14	1,526	14	1,526
Spanish,	14	3,085	13	2,929
Portuguese, .....	..	....	1	206
American, U. S.,	35	46,670	38	51,347
	4,505	1,335,636	4,185	1,250,749
			4,505	1,335,636
Total entries and clearances, ..	....	....	8,690	2,586,385
In ballast, or passengers only,	263	44,025	404	73,234
British, do. do.	263	44,025	380	67,349

*Steam Vessels entered and cleared in 1861.**

NATIONALITIES.	ENTERED.		CLEARED.	
	Vessels.	Tons.	Vessels.	Tons.
United Kingdom and depend- encies,	7,229	2,375,856	6,818	2,284,888
Russian,	23	14,158	29	14,009
Swedish,	20	4,914	19	4,872
Norwegian,	17	6,647	18	6,707
Danish,	34	8,765	39	10,591
Prussian,	46	12,461	45	11,899
Mecklenburg, .....	..	....	1	269
Hanoverian,	22	3,603	22	3,603
Oldenburg,	21	4,473	19	4,091
Hamburg,	176	95,708	184	100,046
Bremen,	131	69,297	135	70,722
Lubeck,	4	1,532	7	2,670
Dutch,	297	64,650	305	66,252
Belgian,	226	49,096	74	24,877
French,	352	45,081	61	17,354
Spanish,	89	34,831	87	35,697
Portuguese,	3	2,552	3	1,301
Austrian,	1	341	1	341
American, U. S.,	5	7,778	8	10,896
Brazilian, .....	..	....	1	150
Others, .....	..	....	2	1,290
	8,696	2,801,743	7,878	2,672,444
			8,696	2,801,743
Total entries and clearances, ..	....	....	16,574	5,474,487
In ballast, or passengers only, .	849	242,522	415	127,496
English, do. do.	765	....	389	.....

* For tables of 1860 see the Appendix.

By a comparison of the two tables immediately preceding, which show the "number and tonnage of steam vessels of each nation entered and cleared at ports in the United Kingdom," in 1853 and 1861, an accurate estimate can be made of the rapid growth of the *British Steam Marine* in that limited period. It is equally instructive to observe the steady increase in the entries and clearances of steamers belonging to the *Continental Powers* and to those of *Northern Europe*. The increase is marked in the steamers of Belgium, Holland and France.

Partial Review of Entries of Steam Vessels into Ports of the United Kingdom.

	United States All of other								Total.	
	British.	Dutch.	Belgian.	French.	Spanish.	America.	Nations.	Vessels.	Tonnage.	
1853,.....	8,984	.. 184	.. 125	.. 14	.. 14	.. 85	.. 140	.. 4,505	..	1,335,986
1861,.....	7,229	.. 297	.. 226	.. 852	.. 69	.. 5	.. 498	.. 3,696	..	2,301,748
Increase,.....								4,191	..	1,466,107
Increase,...	3,245	.. 113	.. 101	.. 389	.. 75	.. ..	.. 349	.. 4,221	..	1,498,999
Decrease, only in steamers of the United States,								80	..	82,892
Total Increase,.....								4,191	..	1,466,107
Of which increase there belonged to Great Britain,	3,245								..	1,199,006
“ “ “ “ all other nations,.....								946	..	267,101
								4,191	..	1,466,107

A view of the entries and clearances, in the same years, of steam vessels, at the ports of the United Kingdom from and to the United States and other American ports, will show how entirely Great Britain has monopolized steam communication with this country.

In 1853, there were entered 109 steam vessels from the United States, tonning 122,248 tons; of which, 86 English, 89,293 tons, and 23 United States, 32,955 tons, and 51 from West Indian and South American ports.

In 1860, of 158 entries, none were from the United States, against 154 English, of 197,520 tons, and 4 of other nationalities. Of the clearances in the same year, 4 were of United States steamers, of 5,991 tons, against 164 English, of 209,620 tons, and 32 of other nationalities, 47,540 tons, in a total of 263,151 tons.

In 1861, of 156 entries, one only was from the United States, 2,100 tons, against 152 English, of 206,075 tons. The total number to United States and other American ports, 208, of 287,031 tons.

Statement of the Entries and Clearances of Steam Vessels at the ports of the United Kingdom, from and to the United States and other American ports, in the year 1853.

TO AND FROM THE UNITED STATES.	ENTERED.		CLEARED.		
	Vessels.	Tons.	Vessels.	Tons.	
British.....	86 ..	80,203 ..	77 ..	83,408 ..	} with cargoes.
American,	23 ..	32,055 ..	34 ..	45,615 ..	
Other Countries,....	.. ..	.... ..	.. ..	.... ..
	109 ..	122,248 ..	111 ..	129,113 ..	
.....	.. ..	.... ..	.. ..	.... ..	} in ballast.
.....	
Total to and from U. S.	109 ..	122,248 ..	111 ..	129,113 ..	
St. Thomas,.....	27 ..	44,037 ..	25 ..	40,603 ..	
New-Granada,.....	.. ..	.... ..	1 ..	212 ..	
Brazil,.....	24 ..	22,618 ..	22 ..	21,473 ..	
Chili,.....	.. ..	.... ..	1 ..	224 ..	
Uruguay,.....	1 ..	073 ..	.. ..	.... ..
	161 ..	189,676 ..	160 ..	191,625 ..	

Statement showing the Entries and Clearances of Steam Vessels at the ports of the United Kingdom, from and to the United States and other American ports, in the year 1861.

TO AND FROM THE UNITED STATES.	ENTERED.		CLEARED.		
	Vessels.	Tons.	Vessels.	Tons.	
British.....	152 ..	206,075 ..	149 ..	204,654 ..	} with cargoes.
American, U. S.,...	1 ..	2,100 ..	7 ..	10,234 ..	
Other Countries,...	8 ..	3,586 ..	34 ..	52,617 ..	
	156 ..	211,761 ..	190 ..	267,505 ..	} in ballast.
British,.....	2 ..	3,311 ..	4 ..	16,434 ..	
Total to and from U. S.	158 ..	215,072 ..	194* ..	288,939 ..	
Cuba,.....	3 ..	2,027 ..	3 ..	2,126 ..	
Brazil,.....	12 ..	17,292 ..	13 ..	16,934 ..	
New-Grenada,.....	7 ..	3,502 ..	2 ..	1,052 ..	
Danish West India Islands, &c.,....	28 ..	49,138 ..	27 ..	46,965 ..	
Porto Rico,.....	.. ..	.... ..	1 ..	519 ..	
Mexico,.....	.. ..	.... ..	1 ..	468 ..	
Hayti,.....	.. ..	.... ..	7 ..	3,588 ..	
Monte Video,.....	.. ..	.... ..	1 ..	238 ..	
Buenos Ayres,.....	.. ..	.... ..	1 ..	93 ..	
Chili,.....	.. ..	.... ..	1 ..	904 ..	
Jamaica,.....	.. ..	.... ..	1 ..	346 ..	
	208 ..	287,031 ..	252 ..	357,172 ..	

* Of which, one to South Atlantic Ports.

PROGRESSIVE INCREASE OF TONNAGE IN THE UNITED STATES.

The following tables will show the rate at which the tonnage of the United States had increased up to June 30, 1861. They are inserted, that comparisons may be made, if desired, between the British and American tonnage; but it is not upon tonnage so much as upon commerce that steam is showing its great influence. The increase in commerce demands a large increase in carriers of every class.

Statement showing the Number and Class of Vessels built, and the Tonnage thereof, in the United States, from the Treasury Reports on Steam Navigation.

YEARS.	CLASS OF VESSELS.						TOTAL TONNAGE.	
	<i>Ships and Barks.</i>	<i>Brigs.</i>	<i>Schoon- ers.</i>	<i>Sloops and Canal Boats.</i>	<i>Steamers.</i>	<i>Total No. Vessels.</i>	<i>Tons and 95ths.</i>	
1850,....	247	117	547	290	159	1,360	272,218.54	
1851,....	211	65	522	326	233	1,367	298,208.60	
1852,....	255	79	584	267	259	1,444	351,493.41	
1853,....	269	95	681	394	271	1,710	425,571.49	
1854,....	334	112	661	386	281	1,774	535,616.01	
1855,....	381	126	605	669	253	2,034	583,450.04	
1856,....	306	103	594	479	221	1,703	469,393.73	
1857,....	251	58	504	258	263	1,334	378,804.70	
1858,....	122	46	431	400	226	1,225	242,286.60	
1859,....	89	28	297	284	172	870	156,601.33	
1860,....	110	36	372	289	264	1,071	212,892.48	
1861,....	110	38	360	371	264	1,143	233,149.35	

Comparative View of the Registered and Enrolled Tonnage of the United States, from the Treasury Reports on Commerce and Navigation, Tons and 95ths.

YEARS.	<i>Registered.</i>	<i>Enrolled.</i>	<i>Total.</i>	<i>Tonnage.</i>
1850,....	1,585,711.22	1,049,743.01	3,535,454.23	525,946.90
1851,....	1,726,307.23	2,046,132.20	3,772,439.42	583,607.05
1852,....	1,899,448.20	2,238,992.27	4,138,440.47	658,240.67
1853,....	2,103,674.20	2,303,336.23	4,407,010.43	514,097.87
1854,....	2,333,819.10	2,469,083.47	4,802,902.63	676,607.22
1855,....	2,535,136.15	2,676,864.90	5,212,001.10	770,285.12
1856,....	2,491,402.63	2,380,249.78	4,871,652.46	673,077.54
1857,....	2,463,967.56	2,476,875.43	4,940,843.04	705,784.04
1858,....	2,499,741.79	2,550,066.51	5,049,808.35	729,390.41
1859,....	2,507,401.84	2,037,635.50	5,145,037.39	768,436.83
1860,....	2,546,237.09	2,807,631.33	5,353,868.42	867,937.49
1861,....	2,642,627.81	2,897,184.93	5,539,812.79	877,203.51

PARTIAL COMPARISON OF THE PROGRESSION OF THE
COMMERCE OF THE UNITED STATES AND OF GREAT
BRITAIN.

It is proposed to review the commercial relations of the United States and Great Britain respectively with all of the American nations which are foreign to both, and to notice the progress of their trade with each of those nations. If it shall result, in the course of this investigation, that wherever steam communication has been introduced by Great Britain, it has been followed by an immediate and rapid increase of her trade with the country with which she thus increased her commercial facilities, and that the continued increase threatens to swallow up or leave behind in utter insignificance our own commerce; and if, on the other hand, it shall be found that wherever we have also established constant steam communication with the same countries, we have not only maintained our actual commerce, but largely increased its relative proportion, it will not be unwise to draw the conclusion that it is to the introduction of steam communication that such results are owing.

And if it is further shown that such steam communication is only maintained by Great Britain at the cost of government subsidies, and that in the existing state of steam navigation steamers cannot, unless in exceptional cases, be maintained without such subsidies, a rightful claim upon the national legislature on the part of the commerce of the United States will be fairly established.

The examination will be mainly confined to the nations lying to the southward of the United States on this continent—Mexico, Central America, the West Indies, South America. The three first named, and the upper portion of South America, as far south as the Amazon, rich, fertile, capable of vast productions of the most valuable character, form, with the lower tier of cotton States of the American Union, that "GOLDEN CIRCLE," which, embracing in its magic ring the Gulf of Mexico, was the dream of Southern enthusiasts, in the lust of dominion, over which they did not hesitate to seek for separation from the Northern States even at the cost of treason. The great tropical products, coffee, sugar, cotton, tobacco, the prime necessities and the most prized luxuries of modern civilization, and the rich mines of all kinds which abound in these regions, give to them a peculiar value, and expose them to the cupidity of foreign powers. It should be the part of the United States, in the interest not only of these countries, many of which have institutions and forms of government analogous to our own; not only of our own peace, which depends on their not becoming the battle-ground of foreign powers, but in the general interest of mankind, whose comfort depends so much upon their rapid and wide development, to protect the independence and foster the prosperity of these nations.

The statements will be given in detail for each one of these nations. In the Appendix complete tables will be found, presenting progressive

statistical views of the march of British and American commerce, from 1853 to 1861. The year 1853 has been necessarily chosen as a starting point, as the British Trade and Navigation Returns present no abstract tables prior to that period, and because the previous commercial tables were made up on a different basis from those which follow. And as no extended steam communication much antedates this period, the comparison will suffice for the purpose in view. Although the tables in the Appendix show the trade from 1853 to 1861, yet the comparisons made in the body of the Memorial are limited by the year ending June 30, 1860, and are therefore free from any of the false premises which an abnormal condition like that of war introduces into any commercial comparisons.

MEXICO.

THE hostile movements of the French in this country, with which we have had at times important and extensive relations, render a comparative view of the trade of considerable interest; and it is unfortunate that the tables do not present, what is believed to be, a correct view, owing to the large extent of the contraband trade. It is to be noticed that since 1835, when the exchanges of the United States and Mexico were nearly \$20,000,000, the trade had gradually diminished until the Mexican war, when it was as low as \$3,000,000; but, with the improving condition of Mexico, had risen, in 1860, to \$12,000,000, when the French invasion again almost wholly checked its progress. The following comparison by no means presents an exact view of English trade, a large portion of which has been carried on by contraband entries, and a smuggling outward of silver in steam men-of-war.

The Royal West India Company's steamers commenced touching at Mexican ports in 1840.

The exports of Great Britain and the United States were—

	Products of the United Kingdom.		Of the United States.
1853,.....	£791,940	=	\$3,959,700
1860,.....	462,604	=	2,313,020
			3,338,739
Decrease,.....	£329,336	=	\$1,646,680
			Increase,....\$808,969

The imports in the same period—

	Into the United Kingdom.		Into the United States.
1853,.....	£529,313	=	\$2,646,565
1860,.....	491,221	=	2,456,106
			6,935,872
Decrease,.....	£38,092	=	\$190,460
			Increase,....\$4,767,887

The American imports include gold and silver, the British do not. The importation of the precious metals from Mexico to Great Britain, in 1858, were over £3,000,000, or \$15,000,000; in 1860, £1,000,000, or \$5,000,000, declared; and not less than one-third of the same amount was smuggled in the same years from the Pacific coast by

British steamers. Careful statisticians estimate the total trade of Great Britain with Mexico at \$30,000,000. It is probably fully equal to this figure.

The border communication has partly compensated the United States for want of steam lines.

CENTRAL AMERICA.

GUATEMALA—HONDURAS—SAN SALVADOR—NICARAGUA—COSTA RICA.

STEAM communication between Southampton and Nicaragua was established in the year 1840 by the Royal Mail Steam Packet Line.

The comparative exports of the two nations to Central America have been—

	Products of United Kingdom.		Products of United States.	
1853,.....	£ 186,968	— \$ 934,840	....	\$ 544,211
1860,.....	182,282	— 911,410	....	446,715
Decrease,.....	£ 4,686	— \$ 23,430	Decrease,.....	\$ 97,496

The comparative imports, in same period, from these States—

	Into the United Kingdom.		Into the United States.	
1853,.....	£ 412,872	— \$ 2,064,360	....	\$ 859,235
1860,.....	224,896	— 1,124,480	....	678,366
Decrease,.....	£ 187,976	— \$ 939,880	Decrease,.....	\$ 180,869

THE WEST INDIA ISLANDS.

CUBA AND PORTO RICO—HAYTI AND ST. DOMINGO—DANISH, DUTCH, FRENCH AND BRITISH WEST INDIA ISLANDS.

The Royal Mail Steam Packet Line commenced its trips to the West Indies in the year 1841.

The exports of Great Britain and the United States to all of the islands were, in

1853.

To	Products of the United Kingdom.	Of the United States.
Cuba,.....	} £1,137,061	5,773,419
Porto Rico,...		Cuba.
Hayti,.....	} 133,804	1,738,413
St. Domingo,.		Hayti.
Danish, } Dutch, } French, } British, }	Islands,..... 1,930,706	6,523,339
		{ Spanish* Danish. Dutch. French. British. Swedish.
Total,	£3,201,563—\$16,007,815	\$14,035,171

* The Spanish Islands here given are Porto Rico and St. Domingo. The official returns do not in all cases, separate the trade in the same manner.

1860.

Products of the United Kingdom.		Of the United States.	To
Cuba, .....	.....	£1,530,012	..... \$11,747,913 Cuba.
Porto Rico, ..	.....	.....	.....
Hayti, .....	.....	412,939	..... 2,441,905 Hayti.
St. Domingo, }	.....	.....	.....
Danish, }	.....	.....	.....
Dutch, }	.....	.....	.....
French, }	.....	.....	.....
British, }	.....	.....	.....
Islands, .....	.....	2,547,716	..... 6,977,621 { Spanish. Danish. Dutch. French. British. Swedish.
Total,		£4,490,667—\$22,453,335	..... \$23,167,439
Increase,		£1,289,104—\$6,445,520	..... \$9,132,268 Increase.

The imports by the two nations were—

1853.		1860.	
FROM	Into the United Kingdom.	FROM	Into the United States.
Cuba,	£1 901,545	..... \$18,585,755 Cuba.
Porto Rico,
Hayti,	247,019	..... 1,925,724 Hayti.
St. Domingo, }
Danish, }
Dutch, }
French, }
British, }
Islands,	4,348,673	..... 4,498,098 { Spanish. Dutch. French. British. Danish. Swedish.
Total,		£6,497,237—\$32,486,185	..... \$25,069,477
1860.		1860.	
Cuba,	£3,288,116	..... \$34,032,276 Cuba,
Porto Rico,
Hayti,	123,067	..... 2,002,723 Porto Rico.
St. Domingo, }
Danish, }
Dutch, }
French, }
British, }
Islands,	4,466,989	..... 7,364,853 { Spanish. Danish. Dutch. French. British. Swedish.
Total,		£7,878,172—\$39,390,860	..... \$43,399,852
Increase,		£1,380,935—\$6,904,675	..... \$18,330,375

It will be noticed that our trade with the West India Islands, with which we have had constant regular steam communication since the year 1848, has steadily increased, and is still increasing, in a rapid ratio.

This is especially true of Cuba, our exchanges with which island have increased from \$24,873,714 in 1853, to \$46,428,434, in 1861.

If the Spanish government should take off its almost prohibitory duty upon flour, a great stimulus would be given to our trade with Cuba and Porto Rico.

There is little doubt that with the establishment of branch lines from our ports to the other islands, our commerce would be increased in a nearly equal ratio.

SOUTH AMERICA, I.—BRAZIL.

THE first line of mail steamers to Brazil commenced its trips from Southampton in January, 1851. This service was added to that of the Royal Mail Steam Packet Company in the preceding year. The steamers starting from Southampton touched until recently at Lisbon, Madeira, Teneriffe, St. Vincent; and in BRAZIL at Pernambuco, Bahia, Rio de Janeiro; and to the southward at Monte Video and Buenos Ayres. The exports and imports of that year were—

	Of British Products.		Of American Products.	
Exports, 1851,*	£3,518,684	or \$17,593,420	\$3,128,956	
Exports, 1860,	4,446,776	or 22,233,880	5,945,235	
Increase,	£928,092	\$4,640,460	\$2,816,279	

Showing a gain, in the ten years, by Great Britain, in the market for her products, of nearly the whole amount of the American exports. Yet a comparison of the imports from the same country, respectively with the United Kingdom and the United States, will show that we are the natural customers of Brazil, and that it only needs an exercise of the same energy as that displayed by Great Britain, and an increase of commercial facilities, for us to control the trade of this thriving and populous empire.

The comparative imports of Brazil products were—

	Into the United Kingdom.		Into the United States.	
Imports, 1851,	£2,893,751	or \$14,468,755	\$11,525,304	
Imports, 1860,	2,269,180	or 11,345,900	21,214,803	
Decrease,	£624,571	\$3,122,855	Increase, \$9,689,499	

To what else can we ascribe the fact that, notwithstanding the largely increasing demand for Brazilian products in this country, and a falling off in the British demand, the British still maintain almost a monopoly of the Brazilian market for manufactured articles, unless it be to the superior advantages which a constant mail steam communication affords to the British merchant.

The American Consul at Rio de Janeiro, in his letter of July 1, 1862, enclosing to the government a report on the commercial condition of Brazil, after alluding to the material injury which the trade of the United States has sustained with this country, owing to the rebel privateers, which have diverted the carrying trade from American to foreign bottoms, says: "So long as there is no direct steam communication between Brazil and the United States, just so long will our nation occupy the present humiliating position in regard to the control of its commerce;" and he adds, "that the trade with England and France has grown enormously, and almost beyond belief, since the governments of those countries established regular monthly steam communication with Brazil."

* In the recapitulation the trade of Brazil is presented from 1853.

The Consul at Pernambuco, writing under date of 28th of October, 1862, quotes the following passage from a debate in the Brazil Chamber of Deputies. SENOR FRANCO DE ALMEIDA said :

"That the honorable deputies may appreciate the immensely valuable interests which steam communication must create and increase, let it suffice to enumerate some of the principal products of which North America stands in need, and those which Brazil requires. We could furnish sugar, honey, drugs, fruits, coffee, cotton, tobacco, rice, hides, cocoa, sarsaparilla, precious woods, precious stones, dye stuffs, taploca, cloves, isinglass, saffron, gum copal, vanilla, copaliba, crude metals, &c., &c. North America could not find a nearer market than Brazil, nor could she procure these productions with greater facility, or so cheaply. Rio de Janeiro would necessarily become a great American depot. On the other hand, we could supply ourselves with the productions of the United States with greater advantage and at a much cheaper rate. We could import wheat, flour, meats, butter, lard, horses, machinery, all articles of hardware, implements of trade and agriculture, furniture, woollen and cotton cloths, sailing vessels, steamers, and, furthermore, all the *imitation works of art*, which, in the United States, are extraordinarily cheap compared with Europe. To convince the minds of honorable deputies, I will remind them of a fact. The commerce of England with us from 1840 to 1850 was nearly always stationary, averaging £2,000,000 sterling, according to the Blue Book and Mr. Mack. During the same period, our commerce with the United States was increasing; and why? Because there was no steam communication then between the empire and Great Britain. The American clippers had an advantage over English barks. But the honorable deputies will remark that, as soon as a line of English steamers was established, these wonderful results were produced. The importations from Brazil into England in 1853, three years after the inauguration of the line, increased 150 per cent. over that of 1848. In 1855 it had increased 300 per cent. England, which in 1852 imported 3,000,000 pounds of coffee, imported, in 1853, 52,000,000; in 1854, 59,000,000; in 1855, 112,000,000."

In the year ending June 30, 1861, the Consul at Pernambuco reports the number of steamers which entered that port, to have been 2 American, 2,431 tons; 25 French, 29,395 tons; 4 Portuguese, 8,074 tons, and 22 English, 37,603 tons. Total, 53 steamers, 77,503 tons. The same detailed statement is not given for other ports.

SOUTH AMERICA, II.—THE CENTRAL REPUBLICS.

THE ARGENTINE REPUBLIC (BUENOS AYRES.)

THE CISPLATINE REPUBLIC OF URUGUAY (MONTE VIDEO.)

The Royal West India Steam Packet Company contracted to carry the mails from Southampton to Buenos Ayres and Monte Video, touching at important points on the BRAZIL coast, in the year 1840.

The results upon the commerce of Great Britain, as compared with that of the United States, may be gathered from the following statement :

		1853.			
		Products of the United Kingdom.		Of the United States.	
To Buenos Ayres,.....	£551,035	=	\$2,755,175	....	\$618,855
Uruguay,	529,883	=	2,649,415	....	296,088
Total,.....	£1,080,918	=	\$5,404,590	....	\$914,943

		1860.			
		Products of the United Kingdom.		Of the United States.	
To Buenos Ayres,.....	£1,782,447	—	\$8,912,235	....	\$729,006
Uruguay,.....	922,733	—	4,613,665	....	661,326
Total,.....	£2,705,180	—	\$13,525,900	....	\$1,390,332
Increase,.....	£1,624,262	—	\$8,121,310	....	\$475,389

The imports of the two nations were, in the same period :

		1853.			
		Into the United Kingdom.		Into the United States.	
From Buenos Ayres,....	£800,366	—	\$4,001,830	....	\$2,186,641
Uruguay,.....	476,546	—	2,382,730	....	302,980
Total,.....	£1,276,912	—	\$6,384,560	....	\$2,489,621
		1860.			
From Buenos Ayres, ...	£1,097,755	—	\$5,488,775	....	\$4,020,848
Uruguay,.....	867,328	—	4,336,640	....	908,750
Total,.....	£1,965,083	—	\$9,825,415	....	\$4,929,598
Increase,.....	£688,171	—	\$3,440,855	....	\$2,439,977

SOUTH AMERICA, III.—THE WEST COAST.

*NEW-GRANADA, ECUADOR, PERU, BOLIVIA AND CHILI.

THE Pacific Steam Navigation Company, of Great Britain, received a contract for carrying the mails on the West Coast of South America, from Panama to Valparaiso and at intermediate places, in 1845. This contract was renewed for 8 years, in 1850—the condition being that steamers were to run through direct from Panama to Valparaiso, instead of changing at Callao, as before.

An examination of the comparative trade of the United Kingdom and the United States with the States of New-Granada, Ecuador, Peru, Bolivia and Chili, which compose the West Coast of South America, gives the following results.

The exports of the two nations were as follows :

		1853.			
		Products of the United Kingdom.		Of the United States.	
To New-Granada,.....	£450,804	—	\$2,254,020	....	\$753,391
Ecuador,	31,747	—	158,735	....	.....
Peru,.....	1,246,730	—	6,233,650	....	657,316
Bolivia,	23	—	115	....	41,572
Chili,	1,264,942	—	6,324,710	....	2,157,320
Total,.....	£2,994,246	—	\$14,971,230	....	\$3,609,599

* Recognised by the United States, in 1863, as the United States of *Colombia*.

		1860.			
		Products of the United Kingdom.		Of the United States.	
To New-Granada,.....	£810,970	—	\$4,054,850	....	\$1,642,800
Ecuador,	74,149	—	870,745	....	19,545
Peru,	1,381,357	—	6,906,785	....	869,781
Bolivia,.....	.....	—	.....	....	.....
Chili,.....	1,702,800	—	8,514,000	....	2,845,225
Total,.....	£3,969,276	—	\$19,846,380	....	\$5,377,351
Increase,.....	£975,030	—	\$4,875,150	....	\$1,767,752

The imports of the two nations were—

		1853.			
		Into the United Kingdom.		Into the United States.	
From New-Granada,.....	£191,940	—	\$959,700	....	\$553,528
Ecuador,	26,983	—	134,915	....	.....
Peru,	1,491,759	—	7,458,795	....	173,441
Bolivia,	17,603	—	88,015	....	.....
Chili,.....	575,314	—	2,876,570	....	2,214,252
Total,.....	£2,303,599	—	\$11,517,995	....	\$2,941,221

		1860.			
From New-Granada,.....	£555,190	—	\$2,775,950	....	\$3,843,568
Ecuador,	107,533	—	537,665	....	.....
Peru,	2,581,142	—	12,905,710	....	308,452
Bolivia,	199,347	—	996,735	....	.....
Chili,.....	2,586,217	—	12,931,085	....	2,072,912
Total,.....	£6,029,429	—	\$30,147,145	....	\$6,224,932
Increase,.....	£3,725,830	—	\$18,629,150	....	\$3,283,711

PATAGONIA.

The trade is too small to deserve notice, but chiefly under English control.

SOUTH AMERICA, IV.—NORTHERN SOUTH AMERICA.

VENEZUELA—GUIANAS (DUTCH, BRITISH AND FRENCH.)

THE steam communication between England and these countries was established by the Royal West India Mail Steam Packet Company in 1840.

The effect on the trade is shown by the following comparisons.

The exports of the two nations were—

		1853.			
		Products of the United Kingdom.		Of the United States.	
To Venezuela,.....	£248,190	—	\$1,240,950	....	\$749,859
The Guianas,.....	410,543	—	2,052,715	....	971,565
Total,...	£658,733	—	\$3,293,665	....	\$1,721,424

		1860.			
		Products of the United Kingdom.		Of the United States.	
To Venezuela,	£323,656	—	\$1,618,280	....	\$1,056,250
The Guianas,	596,405	—	2,982,025	....	1,406,007
Total,	£920,061	—	\$4,600,305	....	\$2,462,257
Increase,	£261,328	—	\$1,306,640	....	\$740,833

The comparative imports of the two nations, from these States, were—

		1853.			
		Into the United Kingdom.		Into the United States.	
From Venezuela,	£58,237	—	\$291,185	....	\$2,613,780
The Guianas,	1,101,034	—	5,505,170	....	212,931
	£1,159,271	—	\$5,796,355	....	\$2,826,711
		1860.			
From Venezuela,	£24,940	—	\$124,700	....	\$2,883,464
The Guianas,	1,685,562	—	8,427,810	....	739,922
Total,	£1,710,502	—	\$8,552,510	....	\$3,623,386
Increase,	£551,231	—	\$2,756,155	....	\$796,675

SOUTH AMERICA.

RECAPITULATION OF COMPARISONS.

In the preceding statistical sketches, the continent has been presented under the head of BRAZIL, CENTRAL REPUBLICS, WEST COAST, and NORTHERN SOUTH AMERICA.

It is now proposed to present in one view the whole trade of the continent. Southern SOUTH AMERICA, or PATAGONIA, has been wholly disregarded—the trade being too irregular and trivial to deserve special notice.

The following presents the exports to, and imports from, the continent of South America, from and to Great Britain and the United States, respectively.

		EXPORTS, 1853.			
		Products of the United Kingdom.		Of the United States.	
To Brazil,	£3,186,407	—	\$15,932,035	....	\$3,734,190
Central Republics,	1,080,918	—	5,404,590	....	914,943
West Coast,	2,994,246	—	14,971,230	....	3,609,599
Northern South America,	658,733	—	3,293,665	....	1,721,424
Total,	£7,920,304	—	\$39,601,520	....	\$9,980,156

EXPORTS, 1860.

	Products of the United Kingdom.		Of the United States.	
To Brazil,	£4,446,776	—	\$22,233,880	.... \$5,045,235
Central Republics,	2,705,180	—	13,525,900	.... 1,390,332
West Coast,	3,969,276	—	19,846,880	.... 5,377,351
Northern South America,	920,061	—	4,600,305	.... 2,462,257
Total,	£12,041,293	—	\$60,206,465	.... \$15,175,175
Increase,	£4,120,989	—	\$20,604,945	.... \$5,195,019

IMPORTS, 1853.

	Into the United Kingdom.		Into the United States.	
From Brazil,	£2,856,803	—	\$14,284,015	.... \$14,817,961
Central Republics,	1,276,912	—	6,384,560	.... 2,489,621
West Coast,	2,303,599	—	11,517,995	.... 2,941,221
Northern South America,	1,159,271	—	5,796,355	.... 2,826,711
Total,	£7,596,585	—	\$37,982,925	.... \$23,075,514

IMPORTS, 1860.

	Into the United Kingdom.		Into the United States.	
From Brazil,	£2,269,181	—	\$11,345,900	.... \$21,214,803
Central Republics,	1,965,083	—	9,825,415	.... 4,929,598
West Coast,	6,029,429	—	30,147,145	.... 6,224,932
Northern South America,	1,710,502	—	8,552,510	.... 3,623,386
Total,	£11,974,194	—	\$59,870,970	.... \$35,992,719
Increase,	£4,377,609	—	\$21,888,045	.... \$12,917,205

These comparisons show an increase in the imports by *South America* from the United States and Great Britain of \$25,799,964, and of exports of Brazilian produce to those countries of \$34,805,250, exclusive of the entrepôt trade. The increase, including the importations from each nation of merchandise not of its own production, is \$61,377,825, a certainly very extraordinary increase for South America. To what can this be ascribed, except to the immense impetus given to her commerce by the establishment of regular steam communication? Of this increase Great Britain had \$42,698,685, and the United States, \$18,679,140. It is interesting and instructive to observe how thoroughly the British merchant controls the markets of these countries, and how the exports of British products keep pace with the imports into Great Britain of foreign products, while from all of these countries the United States is largely increasing its imports and only very gradually its exports in return, being compelled to make their purchases on British credits; and to what is it owing but to the fact, that the control of the communications, involving, first, information, and a grasp of the exchange market, gives the advantage to the British seller.

The exchanges with the United States were, in 1860, \$52,734,819, and with Great Britain, \$121,895,495.

TOTAL SOUTHERN AMERICAN TRADE.

Recapitulation of the comparisons of Trade of the United States and Great Britain with Mexico, Central America, West Indies and South America.

Exports, 1853.				
To	Products of the United Kingdom.		Of the United States.	
Mexico,	£791,940	—	\$3,959,700	.... \$2,529,770
Central America,	186,968	—	934,840	.... 544,211
West Indies,	3,201,563	—	16,007,815	.... 14,035,171
South America,	7,920,304	—	39,601,520	.... 9,980,156
Total,	£12,100,775	—	\$60,503,875	.... \$27,089,308

Exports, 1860.				
To	Products of the United Kingdom.		Of the United States.	
Mexico,	£462,604	—	\$2,313,020	.... \$3,338,739
Central America,	182,282	—	911,410	.... 446,715
The West India Islands,	4,490,667	—	22,453,335	.... 23,167,439
South America,	12,041,293	—	60,209,465	.... 15,175,175
Total,	£17,176,846	—	\$85,884,230	.... \$42,128,068
Increase,	£5,076,071	—	\$25,380,355	.... \$15,038,760

Imports, 1853.				
From	Into the United Kingdom.		Into the United States.	
Mexico,	£529,313	—	\$2,646,565	.... \$2,167,935
Central America,	412,872	—	2,064,360	.... 859,235
The West India Islands,	6,497,237	—	32,486,185	.... 25,069,477
South America,	7,596,585	—	37,932,925	.... 23,075,514
Total,	£15,036,007	—	\$75,180,035	.... \$51,172,211

Imports, 1860.				
From	Into the United Kingdom.		Into the United States.	
Mexico,	£491,221	—	\$2,456,105	.... \$6,935,872
Central America,	224,896	—	1,124,480	.... 678,366
The West India Islands,	7,878,172	—	39,390,860	.... 43,399,852
South America,	11,974,194	—	59,870,970	.... 35,992,719
Total,	£20,568,483	—	\$102,842,415	.... \$87,006,809
Increase,	£5,532,476	—	\$27,662,380	.... \$35,834,598

Gold and Silver are included in the American estimates of trade, but do not make a part of the British tables. The importations of coin and bullion were exempted by law from duty in England until 1857. Since that period, the tables have been printed regularly. They present the importations from Mexico, South America, and the West Indies as £3,348,419, in 1853; £1,738,700, in 1859; £1,519,958, in 1860;

£1,000,236, in 1861. This importation is chiefly from Mexico, but is no measure of the trade in the precious metals. All persons, well informed in Mexican affairs, insist that one-third to one-half additional must be added for the amounts smuggled on board English steamers on the West coast of Mexico. Indeed, all the South American countries complain of the audacity with which the British steamers have organized a regular system of revenue evasion, under cover of the islands on the Spanish Main. Amending the tables of imports from these countries in conformity with this view, by adding £2,000,000 to the amounts of each year, they will be found to have been, in

1853, Into U. King.	£17,036,012	—	\$85,180,060	Into U. S.	\$51,012,211
1860, " "	21,720,195	—	108,600,975	" "	87,767,860

The same feature noticed in the trade with Brazil and in the trade with all South America, is to be observed in the foregoing comparative summary of the trade of Great Britain and the United States with all of the Southern American nations. In the seven years over which the comparison runs, the British have increased their exports \$20,285,765, and their imports \$23,420,915; while, during the same period, the United States have increased their exports only \$15,845,291, and their imports by the large sum of \$36,755,649. This is partly owing to the great difference between the exports and imports from and to the island of Cuba. In 1853, the imports from this island to the United States exceeded the exports to it by the United States by \$12,000,000; in 1860, by \$22,000,000.

The total trade of the United States with these countries may be seen by the following table. It will be remembered that, in no case, has any account been taken of the exports of foreign products by either the United States or Great Britain.

TOTAL TRADE OF SOUTHERN AMERICAN COUNTRIES.

	UNITED KINGDOM.			UNITED STATES.		
	Exports.	Imports.	Exchanges.	Exports.	Imports.	Exchanges.
1853,.....	\$63,998,785	\$75,180,035	\$139,178,820	\$80,884,012	\$51,172,211	\$31,505,223
1860,.....	69,597,000	102,842,415	192,439,605	47,174,708	87,006,500	134,181,517
Increase,....	\$25,598,205	\$27,662,880	\$53,260,685	\$14,840,696	\$35,834,598	\$52,675,294

When it is considered that the trade of the United States with these countries is one-sixth of its whole trade, it will not seem strange that a desire is felt to watch over, foster and promote it.

THE ISTHMUS TRADE.

IN the consular report from Panama, 1861, the Isthmus trade is stated as follows

VALUE OF CARGOES INWARD.

For consumption,.....	\$1,145,310 00
In transitu to United States,.....	50,146,345 00*
" to Europe,.....	13,056,250 00
Total value of cargoes,.....	\$64,347,905 00
Value of cargoes from Panama,.....	250,000 00
Value in transitu from United States,.....	10,169,225 72
" " from Europe,.....	2,205,625 00
Total,.....	\$12,624,850 72

From this statement it appears that Panama was the] centre of an inward and outward trade, October 1, 1861, of the value of.....\$76,972,755 72

SANDWICH ISLANDS.

THE growth of the American States on the Pacific shore has brought a corresponding increase of trade with the islands of the Pacific, especially the Sandwich Islands, where the American whalers refit. These islands are of peculiar consequence and importance to the United States, and any attempt on the part of any foreign power to extend to them the European system of appropriation and seizure, should be thwarted at any cost, even that of war. Here should be made the coaling station for the steamers which will cross the Pacific. Whalers must continue to refit here, because of the effect of the weather on the cordage of vessels rigged in the more northern latitudes, as soon as they change climate. The trade of the United States with these islands increased from \$45,981, in 1853, to \$1,292,496, in 1860; that of Great Britain from £30,656 to £116,721, in 1861; but to these islands Great Britain as yet runs no steam line.

* Of this the great proportion was treasure from California.

CHINA.

STEAM communication was opened with China in the year 1845, by the Peninsula and Oriental Steamship Company. Comparisons are presented from 1853 to 1860 of the trade of the United States and Great Britain. The exports of the two nations were :

	Products of the United Kingdom.		Of the United States.	
1853,.....	£1,749,597	—	\$8,747,985	\$3,212,574
1860,.....	5,318,036	—	26,590,180	7,170,784
Increase.....	£3,568,439	—	\$17,842,195	\$3,958,210

The imports in the same periods :

	Into the United Kingdom.		Into the United States.	
1853,.....	£8,255,615	—	\$41,278,075	\$10,573,710
1860,.....	9,323,764	—	46,618,820	13,566,587
Increase.....	£1,068,149	—	\$5,340,745	\$2,992,877

Including the exports from each country, not of its own product, and which had increased from the United States from \$18, in 1853, to \$1,735,334, in 1860, and from Great Britain from £57,158 to £133,521, the total exchanges with China will be found to have increased with Great Britain to the amount of \$23,563,758, and to the United States, \$8,162,013.

Here, as in all the preceding comparisons with other countries, the large increase in the exports of Great Britain is to be remarked. Everywhere her merchants seem to hold the markets in their control.

PROGRESSION OF COMMERCE OF THE UNITED STATES
WITH FRANCE AND THE HANSE TOWNS.

FRANCE.

THE first direct steam communication between the United States and France was by the Ocean Steam Navigation Company, under the contract of 1847; and the line then undertaken was never abandoned until the close of the year 1861.

The increase in the trade, which was, in a great degree, consequent on the regularity of this communication, may be seen in the following statement :

The exports of United States produce were, in 1853,....	\$ 25,120,806
“ “ “ “ in 1860,....	50,048,231
Increase, over 100 per cent.,.....	\$ 33,927,425
The imports from France to United States, in 1853,....	\$ 33,455,042
“ “ “ “ in 1860,....	43,219,360
Increase,.....	\$ 9,763,427
Exports from United States of foreign products, in 1853,..	\$ 1,550,978
“ “ “ “ in 1860,..	3,158,047
Increase,.....	\$ 1,607,069
Showing a total increase in the trade to be in favor of the United States, to the extent of,.....	\$ 25,771,067

THE HANSE TOWNS.

The first ocean steam line of the United States was to Bremen, under the contract of 1845; since then we have had a constant, but limited, steam communication with some one of these ports.

With these thriving cities we have been constantly increasing our trade, and only a more regular communication, and that amity which follows close commercial relations, is needed to develop it at a much more rapid rate.

These towns took of U. States domestic produce, in 1853,..	\$ 7,409,315
“ “ “ “ in 1860,..	14,848,482
Increase,.....	\$ 7,439,167
And the United States imported from them, in 1853,....	\$ 13,843,455
“ “ “ “ in 1860,....	18,498,607
Increase,.....	\$ 4,655,152
Of foreign products shipped by United States, these towns took, in 1853,.....	\$ 610,738
“ “ “ “ in 1860,.....	3,579,476
Increase,.....	\$ 2,968,738

Total increase in exchanges, from 1853 to 1861, of \$15,063,057; and of trade, in favor of the United States, of \$5,572,753.

The total entries and clearances at the ports of the United States, from and to these cities, will show how large a proportion of this valuable trade was in foreign bottoms. Total entries and clearances:

	American Vessels.	Foreign Vessels.
1853,.....	63,556 tons.	224,069 tons.
1860,.....	22,100 "	356,366 "
	<hr/>	<hr/>
Decrease,.....	41,456 "	Increase, 132,297 "

It is certainly a new feature, that the United States does not hold its own in a carrying trade of merchandise, in which the ratio of exports of its own produce exceeds that of its imports.

PRAYER TO CONGRESS.

May it please your Honorable Bodies : Your memorialists have endeavored to lay before you the importance of ocean steam navigation and its dependence, in the present stage of mechanical art, upon government subsidies. They have pointed out the steadiness and regularity with which the British government, through all periods of distress and financial difficulty, has faithfully supported the system which it inaugurated, establishing regular communication with point after point, as the commerce, which the introduction of steam develops, has demanded new facilities. They have endeavored to estimate the harvest of wealth which Great Britain has reaped from the careful husbandry of its statesmen.

They have shown to you, not that American commerce has declined, for it is of God's giving that the interests of mankind are so interwoven that no good thing is of service to its inventor alone, and our commerce has likewise increased from the wise and extended communication which our rivals have established.

They have shown that the United States have but fallen behind in the great race for maritime supremacy.

And in surveying the whole field of investigation, there appears no cause for such advantage as has been gained by Great Britain in this commercial struggle but the extensive use of telegraphic communication, connecting the most distant points, and the development of her steam commercial marine.

Our steamers have been driven from the ocean, until now not a solitary one carries our flag to any European port. Not because our mechanics are not as skillful; witness the triumphs of the COLLINS side-wheel, and recently the triumphs of the Pacific screw steamers. Not for want of enterprise on the part of her citizens, for the steamers already built cannot hold their own upon the seas, for want of that aid and fostering legislation which other governments so liberally supply, and without which competition is ruin.

The American seeks no unusual advantage. He only asks a fair field for his enterprise; and it will be soon found that the skill of the American shipwright, the seamanship of the American master, and the tact of the American merchant, will place our steamers foremost among vessels of that class, as they have our ships in that of the sailing marine.

Your memorialists ask, first, that subsidies shall be offered to a first-class line, to make weekly trips from New-York to Liverpool and return; and they ask this, not alone in the interest of the general trade of the country, for it can hardly be asserted that such a line is imperatively demanded, but because the pride of the country, as well as its position as a first class maritime power, is involved in the maintenance of the best and fastest line which shall connect the capitals of the two hemispheres.

It is often said, that if England choose to maintain her communications with this country at such a cost, let her do so; to this no reply is re-

quired. If national pride does not prompt the people to accept this struggle, it will not be to any national disadvantage. Great Britain has far more interest than this country in the Atlantic lines. One day's information as to the price of flour or the yield of the cotton crop may save her the cost of her subsidy in her purchases at Odessa, on the Baltic, or the Indian seas.

It is undeniable that the old world seeks with more avidity than the new to bind closer the knot of national amity. To their crowded industry this is the long promised land, and the producer will always bring the consumer to his market.

Stronger reasons prompt the re-establishment of communication with France. We need to renew our friendship with our ancient ally, and friendship follows intercourse. Our large and increasing trade with this nation, which, though a great naval, seems destined never to become a great commercial power, should be developed, and not be permitted to halt in its progress.

A line twice each month should be established to Havre, touching at Cowes. One or more lines should be established to provide a weekly communication with some one of the Hanse Towns, *Bremen and Hamburg*, requiring, as the condition of a large subsidy, that ample accommodations should be provided for persons seeking to emigrate to this country, at reasonable rates; the steamers to be under constant government inspection, and the subsidy to depend upon the faithful performance of the contract.

A line should be established to Lisbon, Cadiz, and to Genoa, touching at Barcelona and Marseilles.

This is as much legislation as now seems desirable across the ocean.

A line established from New-York to Point Isabel, at the Brazos Santiago, semi-monthly, with a semi-monthly branch from New-Orleans, would at once recover to us a large portion of that valuable trade of Northern Mexico which we have lost by our own negligence.

Just before the war broke out, the Mexican government itself offered to pay a handsome subsidy—\$120,000 per annum—to those who would establish a line.

This line will ultimately become very important when rail-road communication is open to Monterey, and thence to Mazatlan, on the Pacific. This rail-road will make one of the most important connections in the world, being on the direct line from London to Hong Kong.

The Postal Convention, of 1861, established a uniform and low rate of postage with Mexico.

By the offer of a sufficient subsidy, the Havana line might be extended, by branch service, to Porto Rico, Hayti, St. Thomas, Jamaica and other of the West India islands, and to the principal points on the North Pacific coast.

The Venezuelan government have offered to contribute a subsidy of \$30,000 per annum to a line for coast service.

A line of semi-monthly steamers to Rio de Janeiro, touching at Pernambuco and Bahia, and with a connecting branch to Monte Video and Buenos Ayres, would no doubt meet similar encouragement on the part of the Brazilian government.

The Pacific Mail Steamship Company, which has so fairly earned, and so justly deserves the confidence of the country, should be induced to extend their line of operations so as to give a regular coast service to Valparaiso, touching at the important intermediate points, Guayaquil, Callao and Arica.

Finally, a first class semi-monthly line should be established to run from San Francisco to Hong Kong and Japan, touching at the Sandwich Islands, and with branch connections from that point to Australia.

Your memorialists are aware that unusual difficulties and delays will attend the inauguration, at the present time, of the proposed lines of mail steamers. The private ship yards of the country are fully occupied with work undertaken for the government of the United States. Materials of all kinds are greatly enhanced in value. The sources of supply are, to a considerable extent, cut off by the rebellion. Withal, the currency is in such a state that a change to a specie basis would tend to a ruinous depreciation in value of steamships created under such circumstances. For all these reasons, your memorialists submit that the sustaining hand of government is necessary to secure, in the first instance, the creation of the vessels; and, in the second place, may be vital to their preservation when a change to specie payments and reduced values shall occur. It is obvious enough that vast benefits to the commerce of the nation would accrue in the large amount of freight and passage money that would be retained on this side, and in the increased revenues from foreign trade that would follow the contemplated development of our commerce.

Of the proposed lines the most important, and which should be first undertaken, are those to Genoa, to Rio de Janeiro, and to China and Japan.

Regenerated Italy, under the liberal policy which CAUVOUR conceived and VICTOR EMANUEL is faithfully and loyally carrying out, is rapidly improving her condition and extending her commerce. A great trade, advantageous to both nations, will quickly follow the establishment of regular and direct steam communication.

Spain, assured of the loyalty of this country to plighted faith and national obligation, and no longer fearing insidious attacks upon her American colonies, may, ere long, find her true interest to be in extending new facilities to our commerce, and withdrawing the restrictive and impolitic legislation which has arrested its development hitherto.

The South American nations all anxiously await our movements. They dread the encroachments of European policy, whose hostile purpose is always veiled under friendly guise. They recognise the honorable faith of the United States, on whose escutcheon there rests no blot. Even Mexico, late an enemy, looks to the United States to-day for friendly sympathy and aid.

It is hardly creditable that our communications with this great continent are only safely made by European posts, and that the correspondence of our merchants with Rio passes through Southampton; and positively discreditable that an American minister leaving the North American for the South American continent, must twice cross the ocean to reach his destination, if he choose to go by steam.

But more than all important is the proposed communication with the East. By it the Atlantic seaboard cities will receive their letters in 50 to 55 days from Hong Kong, Shanghai and Nippon; and information will pass by telegram, *via* San Francisco, in 25 to 30 days. When the projected rail-road across the continent is complete, communication by letter may be made in 35 days, or thereabouts. A large trade will grow up between the Eastern and the Western shores of the Pacific. The circle of commerce will be complete; all nations, and tribes, and races, will be brought into close and intimate relation, and all that is physical having been subordinated to the comfort and happiness of mankind, the world will await with awe and wonder what new development of its progress is yet reserved for the human mind, under the inspiration of the author and ruler of the universe.

And while some plan of wise legislation is being matured, which will open to American enterprise the fertile valleys of the tropical South, and draw us nearer to the treasures of the Western shores of the Pacific, by the development of a system of steam communication and mail service worthy of this great commercial nation, your memorialists pray that ships of war be assigned to the duty of conveying the mails to all the chief points on the coast of the two oceans, whereby they may serve to protect as well as to foster our commerce.

This memorial has presented the history of ocean steam communication; its dependence upon government subsidies for support; its effect upon commerce; and has supplied such data as seemed proper to illustrate these several points. It is the hope of this Chamber, that your honorable bodies will give due regard to the important subject of which it treats, and in which the prosperity of this country, not commercial alone, but agricultural and mechanical as well, are involved. It is represented to your honorable bodies that this Chamber states the facts presented in this memorial with the deepest mortification, and that it looks to the action of your honorable bodies with the most anxious hope.

THOMAS TILESTON,	} <i>Committee on Ocean Steam Navigation.</i>
A. A. LOW,	
PELATIAH PERIT,	
GEORGE F. THOMAS,	
EZRA NYE,	

APPENDIX.

MEXICO.

Progressive Statistical View of the Commerce of the United States with Mexico, from the Treasury Reports on Commerce and Navigation.

Years ending June 30.	Value of Exports.			COMMERCE.			NAVIGATION.		
	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	American Tonnage.		Foreign Tonnage.		
					Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.	
1853,.....	\$ 2,229,770 ..	\$ 1,029,054 ..	\$ 3,258,824 ..	\$ 2,167,955 ..	23,046 ..	30,510 ..	25,225 ..	15,604 ..	
1854,.....	2,091,570 ..	1,043,616 ..	3,135,186 ..	3,463,190 ..	37,569 ..	29,758 ..	8,605 ..	10,173 ..	
1855,.....	2,233,368 ..	669,436 ..	2,902,804 ..	2,822,890 ..	39,517 ..	41,455 ..	6,128 ..	10,423 ..	
1856,.....	2,464,942 ..	1,231,297 ..	3,702,232 ..	3,565,051 ..	40,403 ..	47,129 ..	8,387 ..	7,106 ..	
1857,.....	3,017,640 ..	597,566 ..	3,615,206 ..	5,935,587 ..	27,291 ..	35,508 ..	10,555 ..	14,564 ..	
1858,.....	2,735,652 ..	529,973 ..	3,265,625 ..	5,477,465 ..	58,645 ..	68,578 ..	7,439 ..	14,213 ..	
1859,.....	2,307,170 ..	688,376 ..	2,995,546 ..	5,389,974 ..	73,029 ..	83,723 ..	9,364 ..	15,319 ..	
1860,.....	3,383,769 ..	2,015,334 ..	5,399,103 ..	6,993,573 ..	49,972 ..	64,130 ..	12,743 ..	19,190 ..	
1861,.....	1,564,062 ..	651,833 ..	2,215,890 ..	3,659,213 ..	27,241 ..	31,716 ..	5,503 ..	7,170 ..	

Progressive Statistical View of the Commerce of the United Kingdom with Mexico, from the Official Returns of Trade and Navigation.

Years ending Dec. 31.	Value of Exports.			COMMERCE.			NAVIGATION.		
	Product of U. Kingdom.	Foreign and Colonial Product.	Total Exports.	Total Imports.	British Tonnage.		Foreign Tonnage.		
					Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.	
1853,.....	£ 791,910 ..	£ 711,715 ..	£ 1,503,625 ..	£ 559,813 ..	4,530 ..	9,759 ..	2,576 ..	2,965 ..	
1854,.....	480,896 ..	52,943 ..	533,839 ..	230,705 ..	3,753 ..	5,298 ..	2,577 ..	1,743 ..	
1855,.....	535,898 ..	29,975 ..	565,873 ..	530,791 ..	6,254 ..	7,176 ..	1,547 ..	3,490 ..	
1856,.....	887,802 ..	41,778 ..	929,580 ..	222,198 ..	8,581 ..	9,972 ..	4,214 ..	2,941 ..	
1857,.....	567,311 ..	44,332 ..	611,643 ..	342,933 ..	7,879 ..	8,225 ..	7,030 ..	2,674 ..	
1858,.....	411,831 ..	38,775 ..	450,606 ..	317,568 ..	12,954 ..	5,774 ..	12,173 ..	2,850 ..	
1859,.....	597,939 ..	49,459 ..	647,398 ..	830,489 ..	8,294 ..	5,065 ..	7,105 ..	1,515 ..	
1860,.....	462,604 ..	76,345 ..	538,949 ..	491,221 ..	12,297 ..	5,899 ..	14,184 ..	1,894 ..	
1861,.....	558,657 ..	69,205 ..	627,862 ..	847,523 ..	11,573 ..	10,116 ..	11,696 ..	1,793 ..	

CENTRAL AMERICA.
 Progressive Statistical View of the Commerce of the United States with Central America, from the Treasury Reports on
 Commerce and Navigation.

CENTRAL AMERICA.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exports.	Total Imports.	Total Exchanges.	American Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Foreign Produce.				Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
Years ending June 30.									
1853.....	\$ 544,211 ..	\$ 188,479 ..	\$ 737,690 ..	\$ 859,235 ..	\$ 1,856,925 ..	72,720 ..	85,548 ..	4,337 ..	6,492 ..
1854.....	484,462 ..	117,073 ..	571,525 ..	2,619,376 ..	8,220,901 ..	89,273 ..	89,508 ..	4,233 ..	7,086 ..
1855.....	1,682,017 ..	1,083,113 ..	1,785,129 ..	696,883 ..	2,411,512 ..	96,269 ..	96,323 ..	2,670 ..	5,673 ..
1856.....	697,255 ..	53,095 ..	730,360 ..	673,970 ..	1,859,330 ..	90,711 ..	69,254 ..	8,514 ..	3,689 ..
1857.....	541,678 ..	55,695 ..	597,373 ..	728,090 ..	1,820,463 ..	44,314 ..	41,392 ..	2,263 ..	4,058 ..
1858.....	585,356 ..	52,202 ..	637,558 ..	544,743 ..	1,132,301 ..	15,401 ..	9,888 ..	5,028 ..	3,385 ..
1859.....	449,669 ..	72,599 ..	522,268 ..	664,050 ..	1,376,318 ..	6,074 ..	12,912 ..	3,662 ..	8,388 ..
1860.....	446,715 ..	47,486 ..	494,151 ..	678,366 ..	1,172,517 ..	12,595 ..	10,523 ..	8,054 ..	8,092 ..
1861.....	312,054 ..	29,784 ..	344,838 ..	556,066 ..	900,994 ..	6,228 ..	4,851 ..	1,098 ..	1,693 ..

Progressive Statistical View of the Commerce of the United Kingdom with Central America, from the Official Trade and
 Navigation Returns.

CENTRAL AMERICA.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exports.	Total Imports.	Total Exchanges.	British Tonnage.		Foreign Tonnage.	
	British Produce.	Foreign and Colonial Produce.				Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
Years ending Dec. 31.									
1853.....	£ 136,968 ..	£ 21,715 ..	£ 205,683 ..	£ 412,573 ..	£ 624,555 ..	6,254 ..	9,075 ..	882 ..	....
1854.....	175,616 ..	9,550 ..	185,166 ..	141,279 ..	326,445 ..	6,083 ..	2,613 ..	1,637 ..	1,369 ..
1855.....	266,191 ..	11,144 ..	277,335 ..	285,248 ..	512,553 ..	4,058 ..	5,142 ..	917 ..	200 ..
1856.....	275,516 ..	7,118 ..	292,634 ..	222,411 ..	506,045 ..	4,911 ..	8,372 ..	207 ..	2,341 ..
1857.....	313,371 ..	10,393 ..	323,764 ..	320,010 ..	643,774 ..	8,111 ..	8,119 ..	1,954 ..	2,563 ..
1858.....	393,170 ..	6,217 ..	399,396 ..	176,736 ..	576,123 ..	5,063 ..	5,144 ..	990 ..	1,696 ..
1859.....	226,720 ..	5,658 ..	232,378 ..	286,884 ..	519,262 ..	8,449 ..	3,996 ..	1,979 ..	643 ..
1860.....	152,282 ..	13,809 ..	196,091 ..	224,596 ..	420,987 ..	4,077 ..	3,083 ..	....	1,101 ..
1861.....	172,431 ..	4,056 ..	176,517 ..	313,509 ..	490,326 ..	4,076 ..	5,239 ..	8,950 ..	1,489 ..

THE WEST INDIA ISLANDS, I.—CUBA.

Statistical View of the Commerce of the United States with Cuba, from the Treasury Reports on Commerce and Navigation.

Years ending June 30.	COMMERCE.			Total Imports.	Total Exports.	Total Exchanges.	NAVIGATOR.								
	Value of Exports.						American Tonnage.		Foreign Tonnage.						
	Domestic Products.	Foreign Products.	Total				Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.					
1853,	\$ 5,173,419	..	\$ 514,540	..	\$ 6,357,959	..	\$ 24,873,714	..	455,700	..	365,393	..	37,333	..	22,730
1854,	8,293,116	..	823,436	..	8,551,753	..	25,678,091	..	467,356	..	398,049	..	42,189	..	25,188
1855,	7,607,119	..	897,463	..	8,004,582	..	26,629,921	..	483,146	..	431,545	..	39,948	..	31,196
1856,	7,199,035	..	610,228	..	7,809,263	..	32,244,956	..	516,650	..	498,795	..	56,053	..	19,663
1857,	9,379,532	..	5,543,361	..	14,923,443	..	60,166,544	..	654,937	..	590,241	..	61,308	..	14,293
1858,	11,673,167	..	2,760,024	..	14,433,191	..	41,648,037	..	568,591	..	549,389	..	61,354	..	11,557
1859,	11,217,263	..	1,050,984	..	12,268,247	..	46,832,026	..	695,394	..	605,515	..	90,191	..	24,921
1860,	11,747,913	..	634,956	..	12,382,869	..	46,415,145	..	670,316	..	659,611	..	91,796	..	35,396
1861,	9,461,053	..	3,430,995	..	12,892,071	..	46,428,434	..	618,755	..	432,212	..	53,110	..	26,529

Progressive Statistical View of the Commerce of the United Kingdom with Cuba and Porto Rico, from the Official Returns of Trade and Navigation.

Years ending Dec. 31.	COMMERCE.			Total Imports.	Total Exports.	Total Exchanges.	NAVIGATOR.								
	Value of Exports.						British Tonnage.		Foreign Tonnage.						
	Domestic Products.	Colonial and For- eign Products.	Total				Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.					
1853,	\$ 1,181,051	..	\$ 31,903	..	\$ 1,168,954	..	\$ 3,070,499	..	32,370	..	35,190	..	54,823	..	49,371
1854,	1,073,861	..	4,127	..	1,078,568	..	4,445,032	..	64,653	..	45,957	..	79,740	..	3,516
1855,	1,077,745	..	22,933	..	1,100,678	..	3,433,431	..	53,454	..	58,597	..	44,653	..	66,288
1856,	1,398,887	..	23,190	..	1,424,027	..	4,073,607	..	63,380	..	43,914	..	45,115	..	53,333
1857,	1,863,667	..	51,623	..	1,911,159	..	5,338,522	..	57,513	..	47,890	..	53,663	..	83,161
1858,	1,571,072	..	39,248	..	1,916,320	..	5,715,093	..	50,317	..	49,420	..	82,519	..	92,507
1859,	1,675,596	..	71,054	..	1,753,660	..	5,251,867	..	45,973	..	46,544	..	82,519	..	63,512
1860,	1,580,013	..	79,634	..	1,660,666	..	4,997,312	..	49,054	..	41,955	..	66,674	..	99,470
1861,	1,862,463	..	96,506	..	1,600,269	..	5,732,062	..	70,759	..	84,785	..	122,074	..	124,045

WEST INDIA ISLANDS, II.—HAYTI.

Statistical View of the Commerce of the United States with Hayti, from the Treasury Reports on Commerce and Navigation.

HAYTI. Years ending June 30.	COMMERCE.				NAVIGATION.			
	Value of Exports.		Total Imports.	Total Exchanges.	American Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Foreign Produce.			Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	\$ 1,708,418	\$ 260,520	\$ 1,968,938	\$ 3,984,357	83,262	81,869	10,402	6,154
1854,.....	1,850,187	329,533	2,209,725	4,566,977	48,222	83,245	6,081	4,797
1855,.....	1,773,542	307,796	2,081,338	4,555,825	44,551	32,152	7,054	7,964
1856,.....	1,862,823	263,631	2,126,454	4,080,718	44,733	84,260	5,937	4,750
1857,.....	2,216,147	319,517	2,535,664	4,823,906	53,104	85,976	7,454	4,121
1858,.....	1,978,565	245,744	2,227,000	4,418,171	49,719	33,103	4,756	2,151
1859,.....	2,255,655	229,109	2,484,764	5,151,010	39,550	35,950	3,717	4,856
1860,.....	2,441,905	231,777	2,678,682	4,576,405	37,059	36,019	3,700	5,522
1861,.....	2,246,124	151,502	2,427,626	4,143,799	36,653	34,000	2,937	4,006

Progressive Statistical View of the Trade of the United Kingdom with Hayti and St. Domingo, from the Official Returns of Trade and Navigation.

HAYTI AND ST. DOMINGO. Years ending Dec. 31.	COMMERCE.				NAVIGATION.			
	Value of Exports.		Total Imports.	Total Exchanges.	British Tonnage.		Foreign Tonnage.	
	Produce of U. Kingdom.	Foreign and Col. Produce.			Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 133,504	£ 2,245	£ 136,049	£ 838,063	4,955	1,565	5,646	2,890
1854,.....	195,053	3,046	198,099	815,415	6,164	3,834	3,241	3,867
1855,.....	160,123	1,050	161,203	233,143	4,440	1,103	2,723	3,534
1856,.....	154,657	3,275	157,942	321,303	9,039	2,927	4,376	3,376
1857,.....	269,025	2,969	271,994	369,529	6,953	3,020	3,922	4,223
1858,.....	112,746	1,933	114,699	179,599	3,615	1,435	2,082	2,433
1859,.....	195,791	5,604	204,895	316,795	3,046	1,930	6,299	5,007
1860,.....	412,939	4,133	417,072	540,139	3,029	4,455	5,153	7,371
1861,.....	304,982	5,573	310,555	445,026	4,291	6,121	5,949	7,570

THE WEST INDIA ISLANDS, III.—DANISH, FRENCH, DUTCH, FRENCH, BRITISH, &c.
 Statistical View of the Commerce of the United States with the Spanish, (except Cuba,) Swedish, Danish, Dutch, English
 and French West Indies, from the Treasury Reports.

WEST INDIES.	COMMERCE.			NAVIGATION.			
	Value of Exports.		Total Exchanges.	American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.		Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853.....	\$ 6,523,389	\$ 257,102	\$ 4,498,098	157,564	157,041	77,411	69,594
1854.....	7,611,854	370,867	4,951,467	141,778	178,112	66,597	69,777
1855.....	7,474,176	888,153	4,795,480	73,764	175,341	59,065	44,918
1856.....	7,281,858	195,679	7,049,671	188,935	164,106	55,621	28,613
1857.....	9,452,456	326,822	9,883,756	169,854	198,056	58,589	33,956
1858.....	8,750,611	480,107	7,460,765	218,909	223,875	56,948	39,023
1859.....	8,977,751	539,180	7,776,736	235,468	231,886	73,039	58,859
1860.....	8,770,621	559,212	7,364,853	195,956	195,511	91,061	55,161
1861.....	8,632,065	892,963	6,571,081	173,599	175,008	77,066	51,650

Progressive Statistical View of the Commerce of the United Kingdom with the Danish, Dutch, French and British West India Islands, from the Official Returns of Trade and Navigation.

WEST INDIA ISLANDS.	COMMERCE.			NAVIGATION.			
	Value of Exports.		Total Imports.	British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Domestic Produce.	Foreign Produce.		Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1838.....	\$ 1,980,709	\$ 249,468	\$ 6,593,849	228,544	233,617	10,761	48,623
1854.....	2,056,040	209,691	6,374,554	284,711	287,312	19,100	101,465
1855.....	1,975,401	176,936	6,297,796	260,769	259,214	12,385	41,421
1856.....	2,108,508	246,583	6,533,653	246,926	256,779	10,903	50,855
1857.....	2,744,689	249,440	5,279,211	263,976	263,963	14,799	56,653
1858.....	2,378,460	180,085	4,986,871	280,092	271,863	19,013	64,230
1859.....	2,293,275	226,315	4,075,018	216,691	268,145	18,924	53,917
1860.....	2,547,716	204,959	4,466,959	252,102	243,174	20,032	58,595
1861.....	2,618,459	177,093	4,473,292	213,739	226,663	14,080	68,291

1861..... 2,618,489 .. 117,063 .. 2,735,552 .. 4,478,292 .. 7,273,884 .. 213,739 .. 226,663 .. 14,080 .. 65,791

SOUTH AMERICA, I.—BRAZIL.

Progressive Statistical View of the Commerce of the United States with Brazil, prepared from the Annual Treasury Reports on Commerce and Navigation.

Years ending June 30.	COMMERCE				NAVIGATION.			
	Value of Exports.		Total Imports.	Total Exchanges.	American Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Foreign Produce.			Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853.....	\$3,784,190	\$260,254	\$14,871,961	\$18,812,495	73,160	69,735	24,447	5,158
1854.....	4,046,557	192,354	14,710,387	18,849,628	71,910	69,548	14,612	2,829
1855.....	8,973,219	288,054	15,213,995	19,430,208	85,977	75,600	13,544	2,674
1856.....	4,868,125	286,779	19,262,657	24,357,561	100,054	74,520	12,688	2,890
1857.....	5,268,166	277,041	21,400,733	27,065,940	108,309	84,712	18,243	3,156
1858.....	4,785,834	277,041	16,952,386	21,907,092	109,573	86,242	19,511	3,975
1859.....	5,929,004	277,041	22,439,842	28,696,518	109,290	111,968	36,065	4,500
1860.....	5,945,235	885,090	21,214,803	27,495,058	115,019	87,731	33,411	5,100
1861.....	4,757,702	225,515	18,100,456	23,123,673	88,829	71,571	22,173	2,312

Progressive Statistical View of the Commerce of the United Kingdom with Brazil, from the Official Returns of Trade and Navigation.

Years ending Dec. 31.	COMMERCE				NAVIGATION.			
	Value of Exports.		Total Imports.	Total Exchanges.	British Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Foreign and Colonial Produce.			Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853.....	£3,156,407	£183,007	£2,506,893	£6,176,217	74,001	83,206	14,454	37,287
1854.....	2,391,840	119,982	2,083,259	5,095,411	77,403	112,506	48,567	48,967
1855.....	3,312,728	128,580	2,273,819	5,715,097	73,416	100,518	11,621	43,965
1856.....	4,084,587	179,979	2,229,045	6,483,564	71,565	94,731	11,588	65,520
1857.....	5,541,710	220,972	3,902,314	9,264,966	94,369	119,462	13,250	73,123
1858.....	3,954,817	177,070	2,275,497	6,487,384	82,697	115,168	25,235	57,000
1859.....	3,683,718	155,186	2,298,770	6,669,674	88,504	130,959	24,013	69,515
1860.....	4,446,776	184,582	2,661,180	6,540,488	68,754	141,400	24,500	106,566
1861.....	4,552,165	183,710	2,609,575	7,322,305	66,215	116,051	20,191	98,407

SOUTH AMERICA, II.—CENTRAL REPUBLICS, I.—ARGENTINE REPUBLIC.
 Progressive Statistical View of the Trade of the United States with the Argentine Republic, (Buenos Ayres,) from the
 Treasury Reports on Commerce and Navigation.

YEARS ENDING JUNE 30.	COMMERCE.			NAVIGATION.						
	Value of Exports.			Domestic Tonnage.			Foreign Tonnage.			
	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Exchanges.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853.....	\$ 518,855	\$ 882,611	\$ 1,401,466	\$ 2,156,641	\$ 3,065,107	\$ 5,221,748	11,837	10,749	4,741	4,639
1854.....	653,720	108,005	761,725	2,144,971	2,906,696	5,051,667	11,245	8,536	1,659	1,850
1855.....	810,756	188,671	999,427	2,545,087	3,514,514	6,059,601	12,583	18,584	707	2,815
1856.....	1,013,112	246,751	1,259,863	2,822,161	3,582,024	6,404,185	13,544	24,504	356	673
1857.....	1,202,376	111,431	1,313,807	2,784,473	4,068,269	6,852,742	16,376	26,690	496	1,005
1858.....	753,043	139,531	892,574	2,725,218	3,625,812	6,351,030	17,297	25,170	261	1,216
1859.....	1,003,590	484,785	1,488,375	4,070,033	5,508,263	9,578,296	21,003	37,345	973	2,579
1860.....	729,066	270,702	999,768	4,020,343	5,020,556	9,040,891	23,066	22,601	3,467	684
1861.....	990,758	173,837	1,164,595	3,270,836	4,367,461	7,638,331	22,667	28,595	1,053	654

Progressive Statistical View of the Commerce of the United Kingdom with the Argentine Republic, (Buenos Ayres,) from the Official Returns of Trade and Navigation.

YEARS ENDING DEC. 31.	COMMERCE.			NAVIGATION.						
	Value of Exports.			British Tonnage.			Foreign Tonnage.			
	Produce of U. Kingdom.	Foreign and Col. Produce.	Total Exports.	Total Imports.	Exchanges.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853.....	\$351,085	\$22,876	\$373,961	\$200,376	\$1,374,277	\$1,574,653	16,345	9,244	4,882	5,646
1854.....	1,267,125	32,065	1,299,190	1,283,186	2,584,576	3,877,762	16,504	21,281	10,463	5,571
1855.....	742,442	26,783	769,225	1,062,083	1,820,558	2,889,641	20,500	19,663	683	2,823
1856.....	993,829	48,893	1,042,722	951,193	2,023,414	2,976,607	14,660	20,769	6,973	1,732
1857.....	1,237,066	55,413	1,292,479	1,573,553	2,915,977	4,489,530	17,623	23,075	9,891	4,512
1858.....	1,005,519	27,385	1,032,904	1,704,977	2,811,181	4,515,158	22,345	25,055	5,888	5,561
1859.....	968,577	29,066	997,643	1,664,092	2,661,885	3,658,977	20,381	17,227	9,259	4,866
1860.....	1,732,447	38,458	1,770,905	1,097,755	2,918,690	4,916,645	16,293	28,520	4,739	4,395
1861.....	1,358,529	19,098	1,377,627	1,471,649	2,574,576	3,952,225	19,707	21,312	2,958	6,084

1861,..... 1,838,529 .. 19,093 .. 1,408,227 .. 1,471,649 .. 19,707 .. 21,312 .. 9,953 .. 6,654

SOUTH AMERICA, II.—CENTRAL REPUBLICS, II.—CISPLATINE REPUBLIC.
Progressive Statistical View of the Commerce of the United States with the Cisplatine Republic, (Uruguay), from the Treasury Reports on Commerce and Navigation.

Years ending June 30.	COMMERCE.				Total Imports.	Total Exports.	Total Exchange.	NAVIGATION.			
	Value of Exports.		American Tonnage.					Foreign Tonnage.			
	Domestic Produce.	Foreign Produce.	Entered U. S.	Cleared U. S.				Entered U. S.	Cleared U. S.		
1838,.....	\$ 294,099	\$ 19,853	\$ 308,446	\$ 802,950	\$ 811,426	2,319	8,700	1,941	1,326	..	..
1839,.....	450,835	62,102	512,957	457,179	970,186	3,449	17,592	631	1,751	..	..
1840,.....	394,057	27,515	422,173	312,709	664,851	5,929	16,356	888	3,165	..	..
1841,.....	517,849	83,450	551,329	361,086	912,365	1,901	12,754	285	685	..	..
1842,.....	976,370	29,502	1,006,173	863,297	1,874,469	2,259	22,413	241	2,077	..	..
1843,.....	539,067	26,061	578,138	621,883	1,200,016	8,731	13,864	924	690	..	..
1844,.....	695,515	84,441	680,356	774,543	1,404,599	6,398	15,456	2,947	625	..	..
1845,.....	661,936	133,033	759,353	903,750	1,695,103	7,993	13,115	417	923	..	..
1846,.....	674,864	92,059	766,923	531,244	1,298,167	6,319	20,287	..	273	..	..

Progressive Statistical View of the Commerce of the United Kingdom with the Cisplatine Republic of Uruguay, from the Official Returns of Trade and Navigation.

Years ending Dec. 31.	COMMERCE.				Total Imports.	Total Exports.	Total Exchange.	NAVIGATION.			
	Value of Exports.		British Tonnage.					Foreign Tonnage.			
	Product of U. Kingdom.	Foreign and Col. Product.	Entered U. K.	Cleared U. K.				Entered U. K.	Cleared U. K.		
1853,.....	\$599,868	\$17,579	\$517,763	\$476,546	\$1,024,393	6,995	6,051	6,596	4,353	..	..
1854,.....	462,210	9,090	471,340	856,996	885,236	8,583	7,204	6,238	5,173	..	..
1855,.....	394,983	7,590	302,633	430,293	732,929	6,955	7,144	5,971	2,579	..	..
1856,.....	391,923	13,291	404,614	576,247	930,861	10,493	10,754	9,531	5,056	..	..
1857,.....	515,992	17,066	532,963	742,769	1,275,137	13,893	13,888	7,150	7,349	..	..
1858,.....	632,670	7,116	639,756	632,370	1,063,156	14,679	22,971	6,454	15,423	..	..
1859,.....	603,622	20,873	714,000	711,705	1,425,105	11,943	24,379	11,267	11,267	..	..
1860,.....	972,738	31,269	944,002	607,623	1,551,330	15,240	21,233	6,203	11,495	..	..
1861,.....	651,433	30,449	620,967	689,717	1,241,904	10,576	15,016	6,550	21,123	..	..

SOUTH AMERICA, III.—THE WEST COAST, I.—CHILLI.

Progressive Statistical View of the Commerce of the United States with Chili, from the Treasury Reports on Commerce and Navigation.

Years ending June 30.	COMMERCE.				NAVIGATION.			
	Value of Exports.		Total Exports.	Total Imports.	American Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Foreign Produce.			Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853	\$ 2,157,820	\$ 169,117	\$ 2,326,937	\$ 2,314,253	13,641	23,459	88,511	88,665
1854	1,942,380	250,929	2,193,309	8,332,167	19,408	22,871	92,316	21,408
1855	2,994,291	492,096	3,486,387	3,218,896	13,965	21,667	4,592	10,109
1856	2,913,354	276,859	3,190,213	1,467,819	15,266	22,477	8,196	4,778
1857	2,473,223	438,987	2,912,210	8,742,439	14,372	42,727	7,207	11,067
1858	1,680,187	292,854	1,973,041	2,653,263	16,700	28,657	5,297	7,845
1859	1,751,980	215,394	1,967,374	2,646,800	20,450	27,416	8,953	6,905
1860	2,845,225	423,448	3,268,673	2,072,913	17,423	82,201	1,816	6,744
1861	2,304,655	322,297	2,626,952	8,185,032	25,263	23,506	6,331	2,718

Progressive Statistical View of the Commerce of the United Kingdom with Chili, from the Official Returns of Trade and Navigation.

Years ending Dec 31.	COMMERCE.				NAVIGATION.			
	Value of Exports.		Total Exports.	Total Imports.	British Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Colonial and For- eign Produce.			Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853	\$ 1,261,943	\$ 43,889	\$ 1,305,832	\$ 1,853,814	28,659	55,205	2,315	2,749
1854	1,421,555	49,059	1,470,614	1,830,968	25,798	56,582	2,187	5,644
1855	1,830,355	56,688	1,887,043	1,925,271	27,991	60,811	8,860	9,623
1856	1,896,446	64,492	1,960,938	1,700,776	82,146	67,574	8,376	15,295
1857	1,920,078	48,175	1,968,253	1,882,682	32,233	64,300	949	29,683
1858	1,171,680	33,976	1,205,656	1,900,322	45,206	63,082	6,479	12,443
1859	1,474,606	35,570	1,510,176	1,969,541	31,777	68,723	8,153	13,554
1860	1,702,800	85,129	1,787,929	2,586,217	49,379	64,960	4,517	8,021
1861	1,862,451	18,052	1,880,503	2,416,895	63,123	69,370	9,758	16,229

SOUTH AMERICA, III.—THE WEST COAST, II.—BOLIVIA.
 Progressive Statistical View of the Commerce of the United States with Bolivia, prepared from the Treasury Reports on
 Commerce and Navigation.

Year ending June 30.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exports.	Total Imports.	Total Exchanges.	American Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Foreign Produce.				Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	\$41,572	.....	\$41,572	.....	277	.....	225	.....
1854,.....	.....	.....	.....	.....	.....	.....	.....	.....
1855,.....	.....	.....	.....	.....	.....	657	.....	.....
1856,.....	.....	.....	.....	.....	.....	.....	.....	.....
1857,.....	.....	.....	.....	.....	.....	.....	.....	.....
1858,.....	12,373	.....	\$99,653	51,031	.....	.....	833	.....
1859,.....	5,355	.....	5,355	.....	279	.....	.....	.....
1860,.....	.....	.....	.....	.....	.....	.....	.....	.....
1861,.....	.....	.....	.....	.....	.....	.....	.....	.....

Progressive Statistical View of the Commerce of the United Kingdom with Bolivia, from the Official Trade and
 Navigation Returns.

Years ending Dec. 31.	COMMERCE.				NAVIGATION.			
	Value of Exports.		Total Imports.	Total Exchanges.	British Tonnage.		Foreign Tonnage.	
	Product of U. Kingdom.	Colonial and For'n Produce.			Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£23	.....	£17,608	£17,626	736	.....	.....	129
1854,.....	.....	.....	20,538	20,538	.....	.....	.....	.....
1855,.....	.....	.....	48,178	48,178	.....	.....	.....	194
1856,.....	.....	.....	29,574	29,574	.....	.....	.....	364
1857,.....	.....	.....	32,418	32,418	.....	.....	.....	.....
1858,.....	.....	.....	41,252	41,252	.....	.....	.....	463
1859,.....	.....	.....	133,896	133,896	.....	.....	.....	2,117
1860,.....	.....	1,377	199,347	200,724	.....	.....	.....	567
1861,.....	922	109	125,416	126,447	.....	469	.....	1,490

1861,..... 1,862,451 .. 18,052 .. 1,880,533 .. 2,416,895 .. 3,797,493 .. 65,123 .. 69,370 .. 9,753 .. 16,959

SOUTH AMERICA, III.—THE WEST COAST, III.—PERU.

Progressive Statistical View of the Commerce of the United States with Peru, from the Treasury Reports on Commerce and Navigation.

PERU.	Years ending June 30.	COMMERCE.			Total Exchanges.	NAVIGATION.			
		Value of Exports.		Total Imports.		American Tonnage.		Foreign Tonnage.	
		Domestic Produce.	Foreign Produce.			Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853	\$ 67,816 ..	\$ 40,261 ..	\$ 178,441 ..	\$ 871,018 ..	14,965 ..	68,246 ..	17,589 ..	87,410 ..
1854	651,707 ..	83,443 ..	1,008,406 ..	1,690,561 ..	159,400 ..	121,925 ..	21,923 ..	86,665 ..
1855	756,923 ..	114,223 ..	937,618 ..	1,468,164 ..	157,232 ..	55,371 ..	11,917 ..	53,377 ..
1856	1,199,232 ..	84,991 ..	217,759 ..	1,461,993 ..	50,948 ..	51,561 ..	6,630 ..	50,107 ..
1857	449,733 ..	58,199 ..	208,147 ..	716,679 ..	193,081 ..	68,528 ..	1,577 ..	6,468 ..
1858	603,827 ..	52,052 ..	1,000,541 ..	1,686,450 ..	98,180 ..	85,565 ..	3,888 ..	8,699 ..
1859	898,857 ..	61,307 ..	828,894 ..	1,279,053 ..	88,172 ..	33,991 ..	13,884 ..	3,041 ..
1860	969,151 ..	117,891 ..	808,452 ..	1,296,124 ..	77,830 ..	63,309 ..	2,418 ..	6,172 ..
1861	370,435 ..	24,505 ..	306,425 ..	701,868 ..	188,656 ..	18,244 ..	5,197 ..	3,041 ..

Progressive Statistical View of the Commerce of the United Kingdom with Peru, from the Official Returns of Trade and Navigation.

PERU.	Years ending December 31.	COMMERCE.			Total Exchanges.	NAVIGATION.			
		Value of Exports.		Total Imports.		British Tonnage.		Foreign Tonnage.	
		Domestic Produce.	Foreign and Co- tential Produce.			Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853	\$ 1,246,730 ..	\$ 80,334 ..	£ 1,491,759 ..	£ 2,768,813 ..	100,808 ..	27,786 ..	8,570 ..	1,326 ..
1854	949,289 ..	22,236 ..	8,188,527 ..	4,110,059 ..	183,850 ..	48,787 ..	80,385 ..	3,613 ..
1855	1,285,180 ..	60,278 ..	3,484,283 ..	4,899,726 ..	191,130 ..	56,211 ..	9,913 ..	4,657 ..
1856	1,046,010 ..	26,154 ..	3,046,694 ..	4,180,858 ..	127,862 ..	58,217 ..	14,198 ..	42,611 ..
1857	1,171,564 ..	23,555 ..	4,412,599 ..	5,613,015 ..	186,895 ..	83,295 ..	72,075 ..	21,125 ..
1858	1,163,155 ..	17,905 ..	4,822,253 ..	6,003,403 ..	164,883 ..	26,045 ..	80,056 ..	7,447 ..
1859	857,568 ..	88,462 ..	1,645,002 ..	2,541,032 ..	50,718 ..	21,415 ..	8,586 ..	2,486 ..
1860	1,381,857 ..	46,916 ..	2,981,143 ..	4,009,814 ..	88,976 ..	26,673 ..	36,889 ..	18,217 ..
1861	1,194,873 ..	24,145 ..	3,168,552 ..	4,390,570 ..	93,555 ..	36,591 ..	40,815 ..	24,764 ..

SOUTH AMERICA, III.—THE WEST COAST, IV.—ECUADOR.
Progressive Statistical View of the Commerce of the United States with Ecuador, prepared from the Treasury Reports on Commerce and Navigation.

YEARS ENDING JUNE 30.	COMMERCE.			NAVIGATION.			
	Value of Exports.			Foreign Tonnage.			
	Domestic Products.	Foreign Products.	Total Exports.	American Tonnage.	Entered U. S.	Cleared U. S.	
1853	Entered U. S.	12,600	508	25
1854	Entered U. S.	1,981	.....	255
1855	Total Imports.	.....	.....	.....
1856	Total Exports.	.....	.....	.....
1857	Total Imports.	.....	.....	.....
1858	Total Exports.	.....	.....	.....
1859	Total Imports.	.....	.....	.....
1860	Total Exports.	.....	.....	.....
1861	Total Imports.	.....	.....	.....

Progressive Statistical View of the Commerce of the United Kingdom with Ecuador, from the Official Returns of Trade and Navigation.

YEARS ENDING DEC. 31.	COMMERCE.			NAVIGATION.		
	Value of Exports.			British Tonnage.		
	Products of U. King.	Foreign and Colonial Products.	Total Exports.	Entered U. K.	Cleared U. K.	Entered U. K.
1853	Entered U. K.	.....	.....
1854	Total Imports.	.....	.....
1855	Total Exports.	.....	.....
1856	Total Imports.	.....	.....
1857	Total Exports.	.....	.....
1858	Total Imports.	.....	.....
1859	Total Exports.	.....	.....
1860	Total Imports.	.....	.....
1861	Total Exports.	.....	.....

1861,..... 1,194,873 .. 2,115 .. 1,221,018 .. 5,168,556 .. 4,390,570 .. 59,555 .. 36,591 .. 40,815 .. 28,764

SOUTH AMERICA, III.—THE WEST COAST, V.—NEW GRANADA.

Progressive Statistical View of the Commerce of the United States with New-Granada, prepared from the Treasury Reports on Commerce and Navigation.

Year ending June 30.	COMMERCE.			NAVIGATION.			
	Value of Exports.			American Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Total Exports.	Total Imports.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	\$ 753,391	\$ 856,470	\$ 553,523	194,599	205,602	5,095	3,840
1854,	535,264	987,806	1,473,590	160,967	170,460	1,950	1,164
1855,	892,245	1,062,045	1,739,672	191,891	121,563	105	1,653
1856,	1,444,843	1,611,392	2,325,019	127,221	129,515	741	1,315
1857,	1,770,909	2,037,659	2,463,109	196,322	134,500	2,374	1,743
1858,	1,439,383	1,653,667	3,099,721	110,126	119,766	1,179	583
1859,	1,384,194	1,562,964	3,094,141	183,251	140,464	1,922	988
1860,	1,642,500	1,735,499	3,343,573	195,242	208,194	2,422	2,714
1861,	1,471,638	1,556,992	4,453,234	132,633	133,339	1,143	2,091

Progressive Statistical View of the Commerce of the United Kingdom with New-Granada, from the Official Returns of Trade and Navigation.

Years ending Dec. 31.	COMMERCE.			NAVIGATION.			
	Value of Exports.			British Tonnage.		Foreign Tonnage.	
	Product of U. K.	Foreign and Colonial Products.	Total Exports.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£ 450,804	£ 29,954	£ 480,758	4,907	9,636	1,006	3,464
1854,	270,722	19,131	376,065	7,270	6,320	1,324	.....
1855,	585,985	19,752	440,492	8,557	5,772	767	864
1856,	453,389	27,085	486,438	6,740	9,163	2,564	1,604
1857,	550,790	22,295	1,061,190	7,490	8,915	2,345	2,356
1858,	505,749	39,579	495,523	6,715	6,987	1,909	3,487
1859,	729,468	51,775	1,343,967	7,743	5,937	1,547	3,583
1860,	510,970	43,380	1,402,690	5,459	7,971	2,122	2,600
1861,	526,166	11,240	1,270,456	5,074	9,570	939	1,623

SOUTH AMERICA, IV.—NORTHERN SOUTH AMERICA, I.—VENEZUELA.
 Progressive Statistical View of the Commerce of the United States with Venezuela, from the Treasury Reports on
 Commerce and Navigation.

VENEZUELA.	Years ending June 30.	COMMERCE.			NAVIGATION.			
		Value of Exports.			American Tonnage.		Foreign Tonnage.	
		Domestic Product.	Foreign Product.	Total Exports.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853.....	\$ 749,559 ..	\$ 94,668 ..	\$ 844,227 ..	17,143 ..	12,001 ..	4,795 ..	1,759 ..	
1854.....	1,181,604 ..	69,279 ..	1,250,883 ..	16,616 ..	17,268 ..	8,598 ..	4,674 ..	
1855.....	1,132,604 ..	70,545 ..	1,203,149 ..	19,063 ..	15,057 ..	4,696 ..	4,869 ..	
1856.....	1,643,621 ..	69,153 ..	1,712,774 ..	25,388 ..	25,615 ..	6,784 ..	1,631 ..	
1857.....	1,360,143 ..	67,430 ..	1,427,573 ..	24,921 ..	17,708 ..	8,408 ..	2,053 ..	
1858.....	1,194,294 ..	73,623 ..	1,267,916 ..	25,150 ..	16,254 ..	3,464 ..	641 ..	
1859.....	1,644,271 ..	76,228 ..	1,720,499 ..	22,637 ..	17,443 ..	8,432 ..	1,907 ..	
1860.....	1,056,250 ..	91,650 ..	1,147,900 ..	15,970 ..	11,258 ..	2,658 ..	1,227 ..	
1861.....	1,164,145 ..	56,641 ..	1,220,786 ..	15,621 ..	13,414 ..	1,293 ..	723 ..	

Progressive Statistical View of the Commerce of the United Kingdom with Venezuela, from the Official Trade and Navigation Returns.

VENEZUELA.	Years ending Dec. 31.	COMMERCE.			NAVIGATION.			
		Value of Exports.			British Tonnage.		Foreign Tonnage.	
		British Product.	Foreign Colonial Product.	Total Exports.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853.....	£ 245,190 ..	£ 5,752 ..	£ 250,942 ..	729 ..	1,330 ..	697 ..	3,776 ..	
1854.....	300,599 ..	6,134 ..	306,733 ..	1,314 ..	2,592 ..	1,862 ..	4,293 ..	
1855.....	375,491 ..	8,024 ..	383,515 ..	1,781 ..	2,342 ..	1,016 ..	4,003 ..	
1856.....	333,500 ..	9,610 ..	343,110 ..	2,557 ..	8,075 ..	1,489 ..	2,072 ..	
1857.....	377,711 ..	7,090 ..	384,801 ..	1,344 ..	2,555 ..	1,9 ..	4,233 ..	
1858.....	316,788 ..	3,966 ..	320,754 ..	1,492 ..	1,186 ..	896 ..	2,911 ..	
1859.....	317,116 ..	9,132 ..	326,248 ..	615 ..	973 ..	1,600 ..	3,955 ..	
1860.....	323,656 ..	3,701 ..	327,357 ..	1,126 ..	1,341 ..	1,013 ..	2,360 ..	
1861.....	426,558 ..	7,223 ..	433,781 ..	1,153 ..	2,913 ..	1,219 ..	3,271 ..	

1,500 .. 4,000 .. 11,240 .. 837,436 .. 433,060 .. 1,270,456 .. 5,074 .. 9,570 .. 9,599 .. 1,523

SOUTH AMERICA, IV.—NORTHERN SOUTH AMERICA, II.—THE GUIANAS.
Statistical View of the Commerce of the United States with the Guianas, (Dutch, British and French,) from the Treasury Reports on Commerce and Navigation.

THE GUIANAS.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exports.	Total Imports.	American Tonnage.		Foreign Tonnage.		
	Domestic Produce.	Foreign Produce.			Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.	
Years ending June 30.									
1853,	\$ 971,965 ..	\$ 51,661 ..	\$ 1,029,226 ..	\$ 212,931 ..	9,351 ..	22,019 ..	3,902 ..	3,458 ..	8,291 ..
1854,	571,959 ..	9,516 ..	831,505 ..	151,343 ..	11,018 ..	17,229 ..	1,173 ..	1,746 ..	1,932 ..
1855,	1,140,725 ..	18,422 ..	1,154,147 ..	325,359 ..	10,982 ..	22,840 ..	1,746 ..	2,140 ..	3,398 ..
1856,	1,338,250 ..	11,353 ..	1,344,573 ..	431,457 ..	14,579 ..	21,152 ..	2,140 ..	5,090 ..	5,193 ..
1857,	1,432,151 ..	12,722 ..	1,444,573 ..	1,246,107 ..	18,690 ..	26,375 ..	5,649 ..	5,649 ..	4,244 ..
1858,	1,223,376 ..	11,464 ..	1,239,540 ..	604,412 ..	13,979 ..	20,229 ..	5,649 ..	5,649 ..	5,278 ..
1859,	1,392,999 ..	11,537 ..	1,404,856 ..	461,923 ..	12,273 ..	21,731 ..	5,844 ..	5,844 ..	5,300 ..
1860,	1,406,007 ..	47,453 ..	1,453,490 ..	739,923 ..	13,682 ..	22,709 ..	6,651 ..	6,651 ..	6,447 ..
1861,	1,522,109 ..	23,546 ..	1,552,646 ..	480,067 ..	12,566 ..	22,167 ..	5,977 ..	5,977 ..	6,447 ..

Progressive Statistical View of the Commerce of the United Kingdom with the Dutch, British and French Guianas, from the Official Returns of Trade and Navigation.

THE GUIANAS.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exports.	Total Imports.	British Tonnage.		Foreign Tonnage.		
	British Produce.	Foreign and Colonial Produce.			Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.	
Years ending Dec. 31.									
1853,	£ 410,543 ..	£ 36,850 ..	£ 447,123 ..	£ 1,101,084 ..	1,675,205 ..	2,180,523 ..	2,517,727 ..	1,948,017 ..	2,072,472 ..
1854,	419,830 ..	87,483 ..	451,813 ..	2,050,003 ..	1,480,319 ..	2,074,965 ..	2,072,472 ..	2,169,544 ..	2,323,616 ..
1855,	432,276 ..	85,449 ..	467,725 ..	1,480,319 ..	2,056,224 ..	2,074,965 ..	2,072,472 ..	2,323,616 ..	2,383,099 ..
1856,	423,373 ..	41,825 ..	467,198 ..	1,480,319 ..	1,823,349 ..	2,074,965 ..	2,072,472 ..	2,169,544 ..	2,323,616 ..
1857,	541,013 ..	47,723 ..	588,741 ..	1,823,349 ..	1,823,349 ..	2,074,965 ..	2,072,472 ..	2,169,544 ..	2,323,616 ..
1858,	475,851 ..	12,172 ..	488,023 ..	1,823,349 ..	1,823,349 ..	2,074,965 ..	2,072,472 ..	2,169,544 ..	2,323,616 ..
1859,	579,865 ..	64,184 ..	636,999 ..	1,823,349 ..	1,823,349 ..	2,074,965 ..	2,072,472 ..	2,169,544 ..	2,323,616 ..
1860,	596,405 ..	46,649 ..	648,051 ..	1,823,349 ..	1,823,349 ..	2,074,965 ..	2,072,472 ..	2,169,544 ..	2,323,616 ..
1861,	649,379 ..	53,395 ..	705,274 ..	1,823,349 ..	1,823,349 ..	2,074,965 ..	2,072,472 ..	2,169,544 ..	2,323,616 ..

Tonnage not designated separately.

1861, 649,919 .. 55,985 .. 709,274 .. 1,576,525 .. 2,555,000 J

WEST INDIA ISLANDS.

Progressive Statistical View of the Commerce of the United States with the West India Islands, prepared from the Treasury Reports on Commerce and Navigation.

WEST INDIES.	Years ending June 30.	Value of Exports.			Total Exchanges.	NAVIGATION.								
		Domestic Produce.		Foreign Produce.		American Tonnage.		Foreign Tonnage.						
		U. S. A.	U. S. A.			Entered U. S.	Cleared U. S.							
1853.	..	\$ 14,095,171	..	\$ 15,67,883	..	\$ 40,136,810	..	645,896	..	563,809	..	125,175	..	93,443
1854.	..	17,720,157	..	18,704,198	..	24,468,058	..	651,456	..	609,406	..	114,510	..	92,962
1855.	..	16,584,897	..	1,084,412	..	25,585,306	..	608,761	..	692,065	..	99,170	..	58,473
1856.	..	16,348,216	..	1,069,538	..	50,822,377	..	690,908	..	697,162	..	117,660	..	54,236
1857.	..	21,048,215	..	6,189,700	..	56,917,009	..	907,395	..	894,273	..	127,651	..	52,400
1858.	..	22,629,789	..	3,458,575	..	86,961,173	..	891,009	..	806,372	..	125,058	..	58,081
1859.	..	22,223,634	..	1,889,223	..	44,497,306	..	901,242	..	868,381	..	166,907	..	55,696
1860.	..	23,167,439	..	1,416,945	..	48,399,562	..	908,961	..	891,141	..	186,557	..	96,019
1861.	..	20,889,811	..	4,105,460	..	65,867,882	..	829,757	..	697,215	..	133,163	..	82,285

Progressive Statistical View of the Commerce of the United Kingdom with the West India Islands, from the Official Returns of Trade and Navigation.

WEST INDIES.	Years ending Dec. 31.	Value of Exports.			Total Exchanges.	NAVIGATION.								
		Products of U. King.		Foreign and Colonial Products.		British Tonnage.		Foreign Tonnage.						
		U. K.	U. K.			Entered U. K.	Cleared U. K.							
1853.	..	£ 3,201,563	..	£ 3,485,179	..	£ 9,952,416	..	266,009	..	270,373	..	71,235	..	101,514
1854.	..	3,854,954	..	3,572,415	..	11,183,001	..	355,523	..	336,603	..	102,081	..	109,178
1855.	..	3,216,274	..	3,417,278	..	6,487,102	..	320,643	..	313,914	..	59,141	..	111,593
1856.	..	3,657,012	..	3,962,685	..	10,978,892	..	311,245	..	303,430	..	60,398	..	113,099
1857.	..	4,879,631	..	5,158,462	..	6,872,379	..	380,447	..	319,822	..	72,554	..	149,047
1858.	..	4,863,278	..	4,584,574	..	6,850,249	..	334,024	..	322,723	..	104,213	..	159,229
1859.	..	4,162,662	..	4,719,125	..	12,157,170	..	265,015	..	311,619	..	145,143	..	149,486
1860.	..	4,490,867	..	4,779,473	..	12,657,615	..	384,785	..	289,014	..	92,489	..	165,546
1861.	..	4,294,934	..	4,566,866	..	13,453,922	..	288,769	..	317,523	..	142,083	..	195,906

SOUTH AMERICA—RECAPITULATION.
Progressive Statistical View of the Commerce of the United States with South America, from the Treasury Reports on Commerce and Navigation.

SOUTH AMERICA. Years ending June 30.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exchanges.	American Tonnage.		Foreign Tonnage.		Entered U. S.	Cleared U. S.
	Domestic Produce.	Foreign Produce.		Entered U. S.	Cleared U. S.				
1853.	\$ 9,980,156 ..	\$ 1,000,009 ..	\$ 10,980,165 ..	\$ 23,075,514 ..	354,614 ..	416,320 ..	99,941 ..	94,380 ..	
1854.	10,609,316 ..	862,715 ..	11,472,031 ..	23,940,156 ..	460,989 ..	480,977 ..	67,730 ..	74,027 ..	
1855.	12,180,853 ..	1,274,556 ..	13,455,409 ..	27,874,693 ..	440,354 ..	373,246 ..	37,595 ..	51,599 ..	
1856.	14,559,080 ..	1,127,510 ..	15,716,540 ..	81,673,404 ..	319,313 ..	869,893 ..	31,330 ..	84,136 ..	
1857.	14,966,927 ..	1,260,629 ..	16,227,619 ..	86,155,286 ..	444,745 ..	415,349 ..	35,636 ..	33,366 ..	
1858.	12,275,254 ..	1,049,100 ..	13,324,354 ..	81,299,994 ..	373,274 ..	347,040 ..	40,176 ..	25,263 ..	
1859.	14,634,983 ..	1,842,636 ..	15,477,619 ..	87,796,312 ..	421,399 ..	407,302 ..	67,592 ..	24,533 ..	
1860.	15,175,175 ..	1,566,925 ..	16,742,100 ..	85,992,719 ..	470,029 ..	464,220 ..	52,883 ..	25,419 ..	
1861.	13,202,183 ..	1,043,759 ..	14,245,942 ..	83,922,938 ..	457,962 ..	351,423 ..	43,177 ..	15,969 ..	

Progressive Statistical View of the Commerce of the United Kingdom with South America, from the Official Returns of Trade and Navigation.

SOUTH AMERICA. Year ending Dec. 31.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exchanges.	British Tonnage.		Foreign Tonnage.		Entered U. K.	Cleared U. K.
	Domestic Produce.	Foreign Produce.		Entered U. K.	Cleared U. K.				
1853.	\$ 7,920,301 ..	\$ 822,473 ..	\$ 8,742,774 ..	£ 15,589,563 ..	232,243 ..	193,786 ..	33,317 ..	59,375 ..	
1854.	7,994,741 ..	279,795 ..	8,274,536 ..	15,696,153 ..	321,441 ..	250,738 ..	100,321 ..	76,069 ..	
1855.	8,374,209 ..	843,506 ..	9,217,715 ..	20,421,259 ..	322,783 ..	242,350 ..	34,652 ..	68,549 ..	
1856.	9,207,075 ..	406,570 ..	9,613,645 ..	20,232,784 ..	367,111 ..	264,273 ..	51,644 ..	134,200 ..	
1857.	11,250,345 ..	447,732 ..	11,698,077 ..	26,850,948 ..	310,563 ..	257,465 ..	109,692 ..	148,226 ..	
1858.	9,122,842 ..	885,971 ..	10,008,813 ..	22,406,700 ..	311,749 ..	262,973 ..	125,006 ..	104,586 ..	
1859.	9,312,501 ..	404,916 ..	9,717,417 ..	20,509,735 ..	219,650 ..	264,005 ..	62,132 ..	108,026 ..	
1860.	12,041,293 ..	863,612 ..	12,904,905 ..	24,379,929 ..	218,674 ..	228,333 ..	53,753 ..	149,733 ..	
1861.	11,132,674 ..	302,799 ..	11,435,473 ..	24,306,425 ..	260,331 ..	215,154 ..	33,653 ..	111,511 ..	

CENTRAL AND SOUTH AMERICA, MEXICO AND THE WEST INDIA ISLANDS.
 Progressive Statistical View of the Commerce of the United States with Central and South America, Mexico and the West India Islands, from the Treasury Reports on Commerce and Navigation.

CENTRAL AMERICA.	Years ending June 30.	COMMERCE.				NAVIGATION.			
		Value of Exports.		Total Imports.	Total Exchanges.	American Tonnage.		Foreign Tonnage.	
		Domestic Produce.	Foreign Produce.			Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853	\$ 27,059,303	\$ 3,244,704	\$ 30,304,012	\$ 51,172,211	1,097,206	1,096,750	254,908	219,074
1854	30,375,705	2,947,445	33,323,150	56,415,750	1,245,257	1,159,644	195,423	159,193
1855	33,971,074	3,000,516	36,971,590	57,219,217	1,154,201	1,268,067	145,795	131,172
1856	34,094,453	3,517,440	37,611,893	69,222,678	1,171,140	1,196,493	161,051	101,137
1857	39,574,469	5,103,653	44,678,122	99,151,952	1,428,745	1,316,832	175,731	104,358
1858	38,226,281	5,114,159	43,340,441	74,158,315	1,278,929	1,231,848	175,731	98,542
1859	39,613,306	3,989,284	43,602,590	88,487,632	1,403,784	1,367,319	247,575	135,936
1860	42,128,063	5,046,640	47,174,703	87,006,709	1,436,460	1,490,023	257,162	145,720
1861	35,515,065	5,735,581	41,250,646	73,090,793	1,320,458	1,058,205	152,947	109,369

Progressive Statistical View of the Commerce of the United Kingdom with Central and South America, Mexico and the West India Islands, from the Official Returns of Trade and Navigation.

CENTRAL AMERICA.	Years ending Dec. 31.	COMMERCE.				NAVIGATION.			
		Value of Exports.		Total Imports.	Total Exchanges.	British Tonnage.		Foreign Tonnage.	
		Domestic Produce.	Foreign and Colonial Produce.			Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853	£ 12,100,175	£ 695,952	£ 12,796,127	£ 27,825,764	599,226	476,992	108,310	164,254
1854	11,956,247	589,757	12,546,004	39,845,093	658,758	595,282	296,636	183,369
1855	12,442,572	584,624	13,027,196	31,784,151	629,758	568,613	271,188	154,122
1856	14,037,465	730,759	14,768,224	35,863,204	651,299	615,701	191,120	297,409
1857	17,290,353	806,388	18,096,741	24,357,643	693,115	598,614	245,352	265,191
1858	14,290,639	652,259	14,942,898	45,454,559	594,375	554,705	179,348	252,919
1859	14,299,752	769,016	15,068,768	37,245,519	496,373	491,279	190,456	318,254
1860	17,176,546	742,572	17,919,118	33,487,291	505,035	608,064	251,357	373,254
1861	16,173,696	653,522	16,827,218	31,251,064	.....	.....	.....	.....

Appendix—Table No. 19.

SOUTH SEA ISLANDS, SANDWICH ISLANDS, & C.
 Progressive Statistical View of the Commerce of the United States with the South Sea Islands, Sandwich Islands and others, from the Treasury Reports on Commerce and Navigation.

SANDWICH ISLANDS.	Years ending June 30.	COMMERCE.				NAVIGATION.			
		Value of Exports.		Total Imports.	Total Exchanges.	American Tonnage.		Foreign Tonnage.	
		Domestic Produce.	Foreign Produce.			Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....		\$ 29,406 ..	\$ 16,575 ..	\$ 45,981 ..	18,111 ..	20,560 ..	3,914 ..	4,113 ..
1854,.....		55,891 ..	175,021 ..	119,130 ..	22,257 ..	19,585 ..	1,451 ..	1,417 ..
1855,.....		\$ 220,671 ..	105,957 ..	442 ..	1,568,511 ..	24,507 ..	19,811 ..	202 ..	2,900 ..
1856,.....		795,068 ..	919,405 ..	249,704 ..	1,069,109 ..	17,474 ..	17,559 ..	1,092 ..	1,817 ..
1857,.....		876,071 ..	1,020,420 ..	205,164 ..	1,225,584 ..	18,410 ..	18,305 ..	8,069 ..	10,986 ..
1858,.....		606,104 ..	719,383 ..	845,945 ..	1,064,678 ..	11,109 ..	15,302 ..	708 ..	578 ..
1859,.....		1,051,624 ..	1,158,508 ..	517,224 ..	1,702,732 ..	85,531 ..	47,909 ..	1,649 ..	1,707 ..
1860,.....		625,766 ..	812,236 ..	450,290 ..	1,292,496 ..	88,507 ..	56,279 ..	1,736 ..	1,592 ..
1861,.....		454,315 ..	591,933 ..	459,390 ..	1,051,323 ..	29,091 ..	17,466 ..	1,584 ..	909 ..

Progressive Statistical View of the Commerce of the United Kingdom with the South Sea Islands, Sandwich Islands, &c., from the Official Returns of Trade and Navigation.

SANDWICH ISLANDS.	Years ending Dec. 31.	COMMERCE.				NAVIGATION.			
		Value of Exports.		Total Imports.	Total Exchanges.	British Tonnage.		Foreign Tonnage.	
		Domestic Produce.	Foreign and Co- lonial Produce.			Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....		\$ 25,453 ..	\$ 1,134 ..	\$ 4,759 ..	\$ 30,666 ..	181 ..	315 ..	1 ..	414 ..
1854,.....		59,661 ..	8,615 ..	8,021 ..	66,297 ..	296 ..	847 ..	..	1,420 ..
1855,.....		45,360 ..	2,088 ..	2,631 ..	50,574 ..	296 ..	1,050 ..	..	316 ..
1856,.....		52,909 ..	2,512 ..	14,799 ..	70,220 ..	284 ..	1,102 ..	..	457 ..
1857,.....		91,527 ..	2,206 ..	10,445 ..	104,478 ..	177 ..	982 ..	..	1,165 ..
1858,.....		67,283 ..	2,137 ..	8,199 ..	77,569 ..	258 ..	922 ..	..	1,173 ..
1859,.....		114,848 ..	8,406 ..	11,473 ..	133,217 ..	296 ..	1,630 ..	..	1,108 ..
1860,.....		83,967 ..	35,373 ..	298 ..	83,611 ..	..	1,274 ..	..	758 ..
1861,.....		114,524 ..	2,197 ..	..	116,721 ..	..	291 ..	..	1,047 ..

CHINA.
Progressive Statistical View of the Commerce of the United States with China, from the Treasury Reports on Commerce and Navigation.

1861, 114,624 .. 2,197 .. 116,721 .. 116,721 .. 291 .. 1,047

Years ending June 30.	COMMERCE.			NAVIGATION.		
	Value of Exports.			Foreign Tonnage.		
	Domestic Produce.	Foreign Produce.	Total Exports.	Entered U. S.	Cleared U. S.	Cleared U. S.
1853,	\$ 3,212,574 ..	\$ 824,418 ..	\$ 4,036,992 ..	65,899 ..	66,041 ..	24,965 ..
1854,	1,293,925 ..	104,163 ..	1,398,088 ..	31,196 ..	31,906 ..	19,230 ..
1855,	1,633,057 ..	166,372 ..	1,799,429 ..	55,048 ..	101,660 ..	15,747 ..
1856,	2,048,244 ..	509,993 ..	2,558,237 ..	69,194 ..	83,433 ..	9,951 ..
1857,	2,019,900 ..	2,376,230 ..	4,396,130 ..	57,042 ..	59,549 ..	6,937 ..
1858,	3,007,748 ..	2,659,603 ..	5,667,351 ..	63,275 ..	57,973 ..	15,514 ..
1859,	4,233,016 ..	2,594,152 ..	6,827,168 ..	77,254 ..	75,370 ..	7,510 ..
1860,	7,170,754 ..	1,735,334 ..	8,906,118 ..	70,225 ..	46,614 ..	5,655 ..
1861,	5,809,724 ..	1,104,703 ..	6,914,427 ..	70,225 ..	46,614 ..	5,655 ..

CHINA.
Progressive Statistical View of the Commerce of the United Kingdom with China, (including Hong-Kong,) from the Official Returns of Trade and Navigation.

Years ending Dec. 31.	COMMERCE.			NAVIGATION.		
	Value of Exports.			Foreign Tonnage.		
	Domestic Produce.	Foreign and Colonial Produce.	Total Exports.	Entered U. K.	Cleared U. K.	Cleared U. K.
1853,	£ 1,749,597 ..	£ 57,158 ..	£ 1,806,755 ..	31,371 ..	69,010 ..	12,315 ..
1854,	1,000,716 ..	26,400 ..	1,027,116 ..	54,365 ..	23,616 ..	24,719 ..
1855,	1,277,944 ..	26,052 ..	1,303,996 ..	52,620 ..	29,752 ..	30,291 ..
1856,	2,216,123 ..	70,671 ..	2,286,794 ..	52,501 ..	45,771 ..	17,600 ..
1857,	2,449,952 ..	55,192 ..	2,505,144 ..	53,593 ..	73,729 ..	9,708 ..
1858,	2,576,447 ..	90,005 ..	2,666,452 ..	61,791 ..	53,754 ..	7,597 ..
1859,	4,457,573 ..	128,663 ..	4,586,236 ..	53,432 ..	58,273 ..	8,957 ..
1860,	5,318,036 ..	133,321 ..	5,451,357 ..	77,051 ..	117,531 ..	11,046 ..
1861,	4,643,657 ..	91,733 ..	4,735,390 ..	52,739 ..	52,072 ..	4,152 ..

Progressive Statistical View of the Commerce of the United States with Foreign Nations, prepared from the Annual Treasury Reports on Commerce and Navigation.

ALL NATIONS. Years ending June 30.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exports.	Total Imports.	Total Exchanges.	American Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Foreign Produce.				Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	\$ 218,417,697 ..	\$ 17,568,460 ..	\$ 230,976,157 ..	\$ 267,375,647 ..	\$ 495,554,504 ..	4,004,013 ..	3,766,759 ..	2,577,900 ..	2,298,790 ..
1854,.....	252,047,506 ..	28,748,514 ..	273,796,329 ..	301,494,094 ..	577,290,414 ..	3,752,113 ..	3,911,892 ..	2,182,294 ..	2,907,503 ..
1855,.....	246,708,558 ..	25,443,298 ..	275,156,846 ..	261,468,920 ..	596,025,966 ..	3,561,391 ..	4,065,379 ..	2,788,948 ..	2,110,322 ..
1856,.....	310,586,830 ..	16,378,578 ..	326,965,408 ..	314,639,942 ..	641,094,590 ..	4,858,484 ..	4,858,264 ..	2,486,769 ..	2,462,109 ..
1857,.....	388,935,065 ..	23,975,617 ..	402,910,682 ..	369,590,141 ..	723,550,523 ..	4,721,370 ..	4,581,212 ..	2,461,946 ..	2,460,170 ..
1858,.....	298,758,279 ..	30,886,142 ..	324,644,421 ..	335,990,563 ..	680,174,984 ..	4,895,642 ..	4,490,083 ..	2,269,473 ..	2,212,759 ..
1859,.....	335,894,855 ..	20,395,077 ..	356,750,462 ..	383,768,130 ..	695,587,593 ..	5,995,648 ..	5,297,567 ..	2,540,387 ..	2,615,398 ..
1860,.....	373,189,274 ..	20,936,022 ..	400,122,296 ..	392,166,254 ..	762,288,550 ..	5,921,955 ..	6,165,224 ..	2,833,911 ..	2,634,003 ..
1861,.....	238,699,456 ..	20,645,421 ..	249,344,913 ..	335,650,153 ..	554,995,066 ..	5,023,917 ..	4,589,313 ..	2,217,554 ..	2,265,042 ..

Progressive Statistical View of the Commerce of the United Kingdom with Foreign Nations, prepared from the Official Returns of Trade and Navigation.

ALL NATIONS. Years ending Dec. 31.	COMMERCE.				NAVIGATION.				
	Value of Exports.		Total Exports.	Total Imports.	Total Exchanges.	British Tonnage.		Foreign Tonnage.	
	Domestic Produce.	Foreign and Co- lonial Produce.				Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	\$ 98,988,781 ..	\$ 27,744,172 ..	\$ 126,732,953 ..	\$ 123,099,313 ..	\$ 249,777,566 ..	5,675,343 ..	5,212,980 ..	3,857,763 ..	4,234,124 ..
1854,.....	97,184,726 ..	18,686,366 ..	115,871,092 ..	132,389,083 ..	268,210,145 ..	5,974,531 ..	5,370,298 ..	3,786,515 ..	4,137,433 ..
1855,.....	95,683,055 ..	21,093,215 ..	116,691,909 ..	143,342,850 ..	296,234,150 ..	5,970,792 ..	5,648,940 ..	3,680,447 ..	3,880,291 ..
1856,.....	115,826,913 ..	23,893,405 ..	139,220,523 ..	172,544,154 ..	311,764,507 ..	6,390,715 ..	6,535,055 ..	4,162,419 ..	4,880,850 ..
1857,.....	122,966,107 ..	24,108,194 ..	147,074,301 ..	175,844,411 ..	334,918,742 ..	6,823,705 ..	6,840,462 ..	4,221,494 ..	4,564,191 ..
1858,.....	116,695,756 ..	23,174,023 ..	139,728,179 ..	164,538,892 ..	394,366,611 ..	6,439,201 ..	6,452,204 ..	4,222,459 ..	4,596,477 ..
1859,.....	130,411,529 ..	25,251,446 ..	155,662,975 ..	179,182,375 ..	334,575,330 ..	6,585,112 ..	6,736,731 ..	4,636,510 ..	4,925,046 ..
1860,.....	138,891,227 ..	25,639,124 ..	164,521,251 ..	210,300,573 ..	375,025,914 ..	6,839,009 ..	7,025,914 ..	5,283,776 ..	5,490,568 ..
1861,.....	123,025,514 ..	84,529,674 ..	159,682,498 ..	217,455,024 ..	377,117,522 ..	7,721,635 ..	7,699,497 ..	5,468,554 ..	5,716,505 ..

FRANCE—HANSE TOWNS.
 Progressive Statistical View of the Commerce of the United States with France, from the Treasury Reports on Commerce and Navigation.

Years ending June 30.	Value of Exports.		Commerce.		NAVIGATION.	
	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	American Tonnage.	Foreign Tonnage.
1853.....	\$ 25,120,506 ..	\$ 1,550,973 ..	\$ 26,671,754 ..	\$ 33,455,942 ..	Entered U. S. .. 159,916 ..	Entered U. S. .. 87,966 ..
1854.....	30,065,254 ..	1,179,729 ..	32,147,983 ..	38,471,363 ..	291,151 ..	87,966 ..
1855.....	31,623,398 ..	1,254,230 ..	33,875,128 ..	31,699,131 ..	293,143 ..	31,523 ..
1856.....	41,528,165 ..	652,508 ..	42,510,973 ..	40,016,062 ..	190,695 ..	866,329 ..
1857.....	57,215,440 ..	1,020,547 ..	58,295,937 ..	47,792,327 ..	241,310 ..	825,635 ..
1858.....	31,515,676 ..	1,266,251 ..	32,781,917 ..	35,292,431 ..	223,204 ..	234,085 ..
1859.....	43,031,473 ..	1,268,145 ..	44,299,618 ..	41,901,147 ..	240,131 ..	227,757 ..
1860.....	59,045,231 ..	3,155,047 ..	62,200,278 ..	43,219,369 ..	240,790 ..	245,862 ..
1861.....	52,186,046 ..	1,471,593 ..	54,257,843 ..	34,945,549 ..	259,914 ..	311,777 ..
					193,063 ..	191,109 ..
						24,124 ..
						8,756 ..

HANSE TOWNS AND GERMANY.
 Progressive Statistical View of the Trade of the United States with the Hanse Towns and Ports of Germany, from the Treasury Reports on Commerce and Navigation.

Years ending June 30.	Value of Exports.		Commerce.		NAVIGATION.	
	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	American Tonnage.	Foreign Tonnage.
1853.....	\$ 7,400,315 ..	\$ 610,733 ..	\$ 8,021,053 ..	\$ 13,843,455 ..	Entered U. S. .. 36,561 ..	Entered U. S. .. 138,753 ..
1854.....	10,641,596 ..	1,444,662 ..	12,086,258 ..	16,903,593 ..	37,954 ..	164,599 ..
1855.....	9,155,269 ..	975,081 ..	10,130,250 ..	12,991,113 ..	39,525 ..	159,597 ..
1856.....	13,195,130 ..	1,050,386 ..	14,205,513 ..	14,458,512 ..	34,656 ..	54,433 ..
1857.....	14,251,905 ..	1,016,305 ..	15,298,310 ..	15,370,896 ..	37,293 ..	121,498 ..
1858.....	10,921,401 ..	2,265,574 ..	13,217,255 ..	17,351,671 ..	37,410 ..	58,736 ..
1859.....	14,943,310 ..	1,234,643 ..	16,177,953 ..	14,164,436 ..	31,269 ..	172,544 ..
1860.....	14,545,452 ..	3,579,476 ..	18,427,953 ..	17,706,341 ..	27,663 ..	169,827 ..
1861.....	10,259,422 ..	2,309,459 ..	12,597,881 ..	18,498,697 ..	45,170 ..	191,663 ..
					4,063 ..	170,222 ..
					15,067 ..	101,005 ..
					14,477 ..	163,662 ..

Statement showing the Entries and Clearances of Steam Vessels at the Ports of the United Kingdom, from and to the United States and other American ports, in the year 1860.

UNITED STATES.	ENTERED.		CLEARED.		
	Vessels.	Tons.	Vessels.	Tons.	
British,.....	154 ..	197,520 ..	164 ..	209,620 ..	} with cargoes.
American, U. S.,....	.. ..	.. ..	4 ..	5,991 ..	
Other Powers,.....	2 ..	3,026 ..	32 ..	47,540 ..	
	156 ..	200,546 ..	200 ..	263,151 ..	
British,.....	.. ..	.. ..	.. ..	.. ..	} in ballast.
Other Powers,.....	2 ..	15,063 ..	2 ..	13,532 ..	
American,.....	.. ..	.. ..	.. ..	.. ..
	158 ..	215,609 ..	202 ..	276,633 ..	
St. Thomas,.....	27 ..	44,290 ..	27 ..	46,303 ..	
New-Granada,.....	5 ..	1,982 ..	.. ..	.. ..
Brazil,.....	24 ..	32,259 ..	24 ..	30,868 ..	
Cuba,.....	1 ..	687 ..	1 ..	687 ..	
Hayti,.....	.. ..	.. ..	3 ..	1,524 ..	
Montevideo,.....	.. ..	.. ..	1 ..	164 ..	
Chili,.....	.. ..	.. ..	1 ..	673 ..	
	215 ..	294,827 ..	259 ..	356,902 ..	

Number and Tonnage of Steam Vessels of each Nation, entered and cleared at ports in the United Kingdom, in 1860.

NATIONALITIES.	ENTERED.		CLEARED.	
	Vessels.	Tons.	Vessels.	Tons.
British United Kingdom & Dependencies,	6,631 ..	2,144,736 ..	6,146 ..	2,041,884 ..
Russian,.....	24 ..	11,761 ..	28 ..	10,935 ..
Swedish,.....	23 ..	8,190 ..	35 ..	7,975 ..
Norwegian,.....	19 ..	3,262 ..	18 ..	8,853 ..
Danish,.....	62 ..	15,149 ..	61 ..	14,680 ..
Prussian,.....	64 ..	16,456 ..	62 ..	15,669 ..
Hanoverian,.....	26 ..	4,637 ..	22 ..	3,632 ..
Oldenburg,.....	22 ..	4,686 ..	23 ..	4,899 ..
Hamburg,.....	197 ..	99,503 ..	187 ..	95,924 ..
Bremen,.....	144 ..	69,188 ..	139 ..	66,014 ..
Lubeck,.....	11 ..	3,816 ..	11 ..	4,364 ..
Dutch,.....	269 ..	60,059 ..	284 ..	63,183 ..
Belgian,.....	137 ..	33,984 ..	75 ..	24,865 ..
French,.....	216 ..	29,494 ..	49 ..	14,531 ..
Spanish,.....	58 ..	19,265 ..	56 ..	18,071 ..
Portuguese,.....	11 ..	14,677 ..	11 ..	12,825 ..
Austrian,.....	1 ..	300 ..	.. ..	.. ..
Turkish,.....	2 ..	980 ..	3 ..	1,937 ..
American, U. S.,....	2 ..	2,518 ..	4 ..	5,991 ..
Mechlenburg,.....	.. ..	.. ..	2 ..	510 ..
Sardinian,.....	.. ..	.. ..	1 ..	432 ..
Greek,.....	.. ..	.. ..	2 ..	735 ..
Brazilian,.....	.. ..	.. ..	3 ..	633 ..
	7,929 ..	2,548,911 ..	7,222 ..	2,418,562 ..
			7,929 ..	2,548,911 ..
Total entries and clearances,.....	15,151 ..	4,967,473 ..		

Steam Fleet of the Peninsula and Oriental Steam Navigation Company, January, 1861.

		Ton- nage.	Hors' Powe.		
Pera,	T. Jamieson,	2,820	450	Between Southamp- ton, Malta and Alex- andria.	
Ceylon,	R. W. Evans,	2,300	450		
Indus, (paddle),	T. Black,	1,950	450		
Ripon, (paddle),	E. Christian,	1,900	450		
Delta, (paddle),	J. S. Field,	1,700	400	Between Suez, Aden, Ceylon, Madras and Calcutta.	
Ellora,	J. K. Joy,	1,650	350		
Simla,	J. Paterson,	2,440	630		
Nemesis,	A. E. Weston,	2,460	600		
Columben,	N. T. Skotowe,	2,306	520		
Bengal,	A. B. Farquhar,	2,200	470		
Colombo,	G. Dunn, (Acting),	2,173	450		
Nubla,	W. Stewart,	2,000	450		
Hindustan, (paddle),	W. Stewart,	2,000	520		
Candia,	W. Curling,	2,000	450		
Malta,	H. Down,	1,870	500	Between Bombay and Suez, Ceylon, Straits and China.	
China,	G. F. Henry,	2,010	400		
Benares,	A. Parish, (Acting),	1,900	400		
Behar,	W. F. Norris,	1,650	350		
Orissa,	J. W. Purchaso,	1,650	370		
Northam,	G. S. Brooks,	1,600	400		
Emen,	R. T. Duadas,	1,530	300		
Pottinger, (paddle),	D. G. Munro,	1,350	450		
Ottawa,	J. G. Gribble,	1,274	200		
Madras,	E. P. G. Browne,	1,200	270		
Singapore, (paddle),	L. Curling,	1,200	470	Between Ceylon, Mel- bourne and Sydney. Bombay Local Ser- vice.	
Pekin, (paddle),	J. Kellock,	1,200	400		
Ganges, (paddle),	J. Bowen,	1,200	470		
Bombay,	H. H. Potts,	1,200	270		
Salsette,	R. Methven,	1,900	400		
Jeddo,	W. Soames,	1,500	450		
Mazagon, (paddle),		130	40		
Nepaul,	C. Vincent,	1,000	200		Between Aden, Mau- ritius and Reunion.
Norna,	D. Reunoldson,	970	230		
Aden,	I. Bernard,	982	210		Between Hong Kong, Shanghai, and Foo- chow, &c.
Cadiz,	W. D. Cloete, (Acting),	816	220		
Formosa,	H. Brown,	670	150		
Manilla,	W. M. Gilson,	646	60		
Rajah,	T. Randall, (Acting),	530	80	Between Marseilles, Malta and Alexan- dria.	
Massilia, (paddle),	J. C. Almond,	1,700	400		
Euxine, (paddle),	W. J. Woodgates,	1,460	400		
Veetis, (paddle),	R. Roberts,	750	260		
Valetin, (paddle),	N. Lockell,	770	260	Between Southamp- ton, Vigo, Oporto and Lisbon.	
Sultan,	N. Cook,	1,120	200		
Tagus, (paddle),	W. B. Hall,	800	250		
Alhambra,	J. D. Steward,	720	140		
Oriental, (paddle),		1,800	420		
Chusan,	T. Beasley, (Acting),	700	80	Troop Service, &c.	
Azof,	J. D. Gaby,	700	150		
Grarada,	N. Haselwood,	673	174		
Shanghai,	J. Townsend,	540	100		
Union,	J. Baker, (Acting),	340	60		
Total number of steamers, 51; tonnage,		71,515			

Time of Passage, Southampton to China, January 1, 1861.

			Rate of Passage.
Leaves Southampton, 4th and 20th of each month,			"
Arrive at Gibraltar, 9th " 25th "			"
" Alexandria, 10th " 4th "			"
" Aden, 25th " 10th "			£ 70
" Point de Galle, 5th " 21st "			"
" Penang, 11th " 27th "			110
" Singapore, 19th " 29th "			145
" Hong Kong, 24th " 9th "			130
" Shanghai, 20th " 5th "			150
Total time to Hong Kong, 50 days; Shanghai, 55 days.			

PROCEEDINGS OF THE CHAMBER OF COMMERCE.

At a regular monthly meeting of the Chamber of Commerce of the State of New-York, held February 4, 1864—

Mr. THOMAS TILSTON, Chairman of the COMMITTEE ON OCEAN STEAM COMMUNICATION, verbally reported the action of the Committee, and submitted the foregoing MEMORIAL to Congress.

On motion of Mr. JONATHAN STURGES, seconded by Mr. GEORGE BLUNT, it was

Resolved, That the Report of the Committee be accepted, and the Memorial presented be accepted and adopted, printed for the use of the Chamber, and sent to Washington at an early day.

On motion, it was also

Resolved, That the gentlemen, who have to-day addressed the Chamber, be requested to furnish copies of their remarks on the occasion of the adoption of the Memorial, for publication.

From the Minutes.

JOHN AUSTIN STEVENS, Jr., *Secretary*.

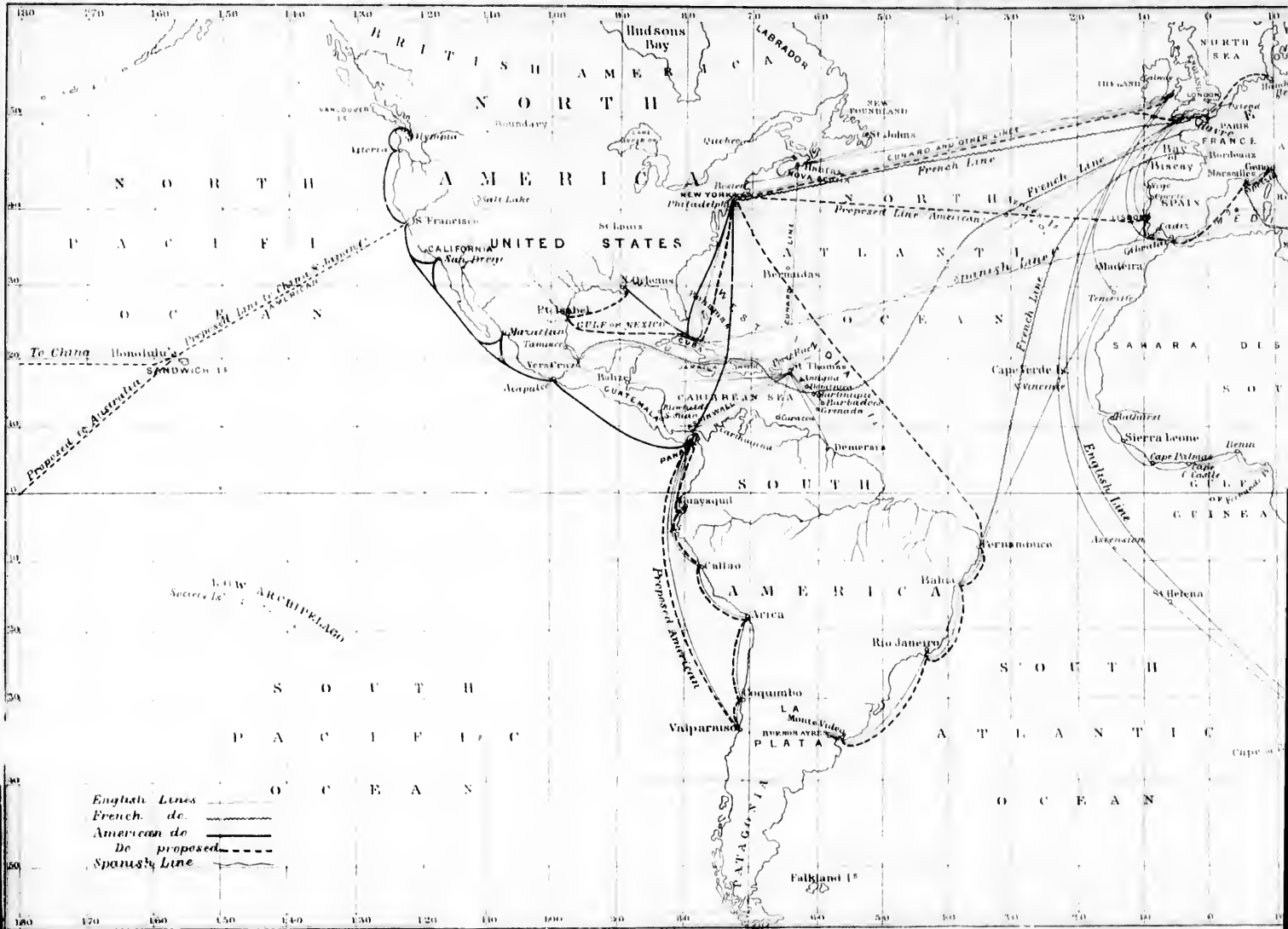
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Prepared for the Chamber of Commerce, 1864

MAP SHEWING THE MAIN STEAM SHIP LINES OF THE WORLD



SHIP LINES OF THE WORLD, WITH PROPOSED AMERICAN LINES.

