equal population. The enrolled and licensed tonnage, which was only 184,000 tons in 1795, had risen to 588,000 in 1821, and in 1838 to 1,133,999. It now exceeds the registered tonnage, of which it formed only one third in 1795. The Hudson is the great channel of inland trade for districts containing nearly two millions of inhabitants, and is rapidly advancing, both in its commerce and navi­gation. 'The Delaware, Susquehannah, Potomac, and other large rivers farther south, all exhibit an active and growing traffic. The vessels on the majestic Mississippi, though they do not yet equal those on the Hudson, are fast increas­ing with the progress of cultivation and commerce.

\*\*\*\*\*The aggregate amount of the tonnage of 1 1 ons and 95lh,∙

the United States amounted on the > I,995,G39 80

30th September 1838 to . . J

Whereof,

Permanent registered tonnage, . 894,944 80

Temporary registered tonnage, . 127,847 06

Total registered tonnage, .... 822,591 86

Permanent enrolled anil li 1 1 no

> . .- l,LZo,υi!4 vJ

censed tonnage, . J ’ ,

Temporary enrolled and li∙ [ .

censed tonnage, . ) ’ \*

Total enrolled and licensed tonnage, . . 1,133,999 01

Licensed vessels under 20 tons, > g, θ-g -θ

employed in the coasting trade, f ’ \*

Licensed vessels under 20 tons, 1 „ \_

employed in the cod fishery, ∫ '

Total licensed tonnage under 20 tons, . . 39,048 88

Total, . . 1,995,639 80

Of the enrolled and licensed ton- )

nage, there were employed in the > 1,008,146 43 coasting trade, . . J

Do. do. cod fishery. . 63.973 77

Do. do. mackerel fishery, 06,949 16

Do. do. whale fishery, . 5,229 55

1,133,999 01

We subjoin a farther account of the American tonnage from the year 1815 to 1838 inclusive.@@1

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Years. | Registered Ton­nage. | | Enrolled at Licensed Tonr | d age. | Total Tonnage |  |
|  | Tons and 95ths. |  | Tons and 95ths. |  | Tone and 95ths. |  |
| 1815 | 854,294 | 74 | 513,833 | 04 | 1,368,127 | 78 |
| 1816 | 800,759 | 63 | 571,458 | 85 | 1,372,218 | 53 |
| 1817 | 809,724 | 70 | 590.186 | 66 | 1,399,911 | 41 |
| 1818 | 606,088 | 64 | 609,095 | 51 | 1,225,184 | 20 |
| 1819 | 612,930 | 44 | 647,821 | 17 | 1,260,751 | 61 |
| 1820 | 619,047 | 53 | 661,118 | 66 | 1,280,166 | 24 |
| 1821 | 619,896 | 40 | 679,062 | 30 | 1,298,958 | 70 |
| 1822 | 628,150 | 41 | 696,548 | 71 | 1,324,699 | 17 |
| 1823 | 639,920 | 76 | 696,644 | 87 | 1,336,565 | 68 |
| 1824 | 669,972 | 60 | 719,190 | 37 | 1,389,163 | 02 |
| 1825 | 700,787 | 08 | 722,323 | 69 | 1,423,110 | 77 |
| 1826 | 739,978 | 15 | 796,211 | 68 | 1,534,190 | 83 |
| 1827 | 747,170 | 44 | 873,437 | 34 | 1,620,607 | 78 |
| 1828 | 812,619 | 87 | 928,772 | 50 | 1,741,391 | 87 |
| 1829 | 650,142 | 88 | 610,654 | 88 | 1,260,977 | 81 |
| 1830 | 576,475 | 33 | 615,310 | 10 | 1,191,776 | 43 |
| 1831 | 620,451 | 92 | 647,394 | 32 | 1,267,846 | 29 |
| 1832 | 686,980 | 77 | 752,460 | 39 | 1,439,450 | 21 |
| 1833 | 750,026 | 72 | 856,123 | 22 | 1,601,149 | 94 |
| 1834 | 857,438 | 42 | 901,468 | 67 | 1,758,907 | 14 |
| 1835 | 885,821 | 60 | 939,118 | 49 | 1,824,940 | 14 |
| 1836 | 897,774 | 51 | 984,328 | 14 | 1,892,102 | 65 |
| 1837 | 810,447 | 29 | 1,086,238 | 40 | 1,896,685 | 69 |
| 1838 | 822,591 | 86 | 1,173,047 | 89 | 1,995,639 | 80 |

The application of steam to the propelling of vessels forms a great era in the history of navigation. It is per­haps one of the greatest practical discoveries of which mo­dem times can boast. It even effects a greater improvement in the intercourse by sea, than the railroad in that by land ; and perhaps no other country, owing to na­tural advantages, has derived such incalculable benefits from it as America. From the rapidity of the vast rivers by which the country is intersected, the navigation against the stream by means of wind and sails was seldom practi­cable ; and as the voyage downward was speedy and cer­tain, the upward voyage was in proportion tedious. Ac­cordingly, the boats that brought down the produce of the interior from the Ohio and other streams to New Orleans, were generally broken up and used for fire-wood, and the crew were thus compelled to retrace their course by land. But the power of steam, unlike the fickle gale, is equable and constant. It can at all times be relied on ; and, sur­passing in force the raging torrent, it propels the vessel with the same certainty through the adverse waters as in the downward voyage. Some such agency was required to facilitate the navigation of rivers, and to turn to full ac­count the advantages which they afford for internal inter­course. A voyage from New Orleans to Pittsburg against the current of the Mississippi, running from four to six miles an hour, generally occupied six weeks ; it now does not occupy as many days. What a boundless field is here opened for steam-navigation, which accordingly is univer­sally extended through the whole country. Experiments were made at an early period, both in America and else­where, for propelling vessels by steam. The idea was broached in England in 1736, in France in 1782, and va­rious trials were made in America from 1783 to 1787. A steam-vessel was actually constructed by Mr Miller of Dal- swinton, and was seen sailing on the Clyde about this pe­riod; but the discovery was not followed out. It was how­ever from his model that Mr Fulton constructed in 1807, on the Hudson river, in the state of New York, his first steam-vessel, which, with an engine of only eighteen horse­power, made the passage between Albany and New York, a distance of 160 miles, in thirty-three hours. The whole number of steam-vessels in the United States was estimated, from the information collected by the select committee on steam-engines, and laid before Congress, at 800 in Decem­ber 1838. Of these, nearly 400 are now computed to be run­ning on the western and south-western waters, comprising chiefly the Mississippi and its tributary streams, where none was used till 1811, and where in 1834 the number was computed to be only 234. On the Ohio, the number of passages by steam-vessels through the Louisville Canal, which in 1831 was 406, had increased in 1837 to 1501, or nearly fourfold in six years. About seventy steam- vessels were running in 1838 on the north-western lakes, where in 1825 there were only twenty-five. Of the whole number, nearly 800, sailing in 1838 chiefly on the Ameri­can rivers, 140 belong to the state of New York. Of these, very few are sea-going vessels. The government of the United States never owned more than two steam-vessels of war, one of which is now lost ; though about thirteen other steam-vessels are employed by the war department on the public works, and in the transportation of troops and storcs. The steam-boats in the United States are computed at 60,000 tons. The largest of those that run between New York and Mississippi is supposed to be 860 tons, and nearly 300 horse-power. There are two on Lake Erie of 755 and 700 tons. The chief places for the construction of steam-vessels and their engines arc, Pitts­burg, Cincinnati, and Louisville, on the western waters ; and New York, Philadelphia, and Baltimore, on the Atlan-

@@@' See Report from file Secretary of the Treasury, with the Annual Statement of Commerce and Navigation, ending on the 30th Septem­ber 1838.