

An Account of the Tonnage of the **Shipping** belonging to the United States, distinguishing the Branches of **Trade** in which the same are employed, from 1790 to 1834.

Years.	Registered Tonnage in Foreign Trade.	Enrolled Tonnage.			Licensed Vessels under 20 Tons.		Total.	
		In coasting Trade.	In the Fisheries.		In coasting Trade.	In the Cod Fishery.*		
			Whale.	Cod.				
1790	346,254	103,775	Included with the tonnage in the cod fishery	28,348	—	—	478,377	
1791	363,110	106,494			32,542	—	—	502,146
1792	411,438	120,957			30,260	—	—	564,437
1793	367,734	114,853	—	38,177	7,217	11,985	491,780	
1794	438,862	167,227	4,139	23,121	16,977	5,549	628,816	
1795	529,470	164,795	3,162	24,887	19,601	6,046	747,963	
1796	576,733	195,423	2,363	28,509	22,416	6,453	831,900	
1797	597,777	214,077	1,103	33,406	20,325	7,222	876,912	
1798	603,376	227,343	763	35,476	24,099	7,269	898,328	
1799	669,197	220,904	592	23,932	25,736	6,046	946,408	
1800	669,921	245,295	651	32,306	27,196	7,120	972,492	
1801	718,549	246,255	736	31,279	28,296	8,101	1,033,218	
1802	560,380	260,543	580	32,987	29,079	8,533	892,101	
1803	597,157	268,676	1,142	43,416	30,384	8,396	949,147	
1804	672,530	286,540	323	43,088	30,696	8,925	1,048,403	
1805	749,341	301,366	898	48,479	31,296	8,986	1,140,368	
1806	808,284	309,977	728	50,353	30,562	8,829	1,208,735	
1807	848,306	318,189	907	60,689	30,838	8,616	1,268,548	
1808	769,053	387,684	724	43,597	33,135	8,400	1,242,595	
1809	910,059	371,500	573	26,109	33,661	8,376	1,350,281	
1810	954,269	371,114	339	26,250	34,232	8,577	1,424,783	
1811	768,852	306,258	54	34,360	34,103	8,872	1,232,502	
1812	760,624	443,180	941	21,822	34,790	8,636	1,269,997	
1813	674,853	433,404	788	12,255	37,703	8,622	1,166,628	
1814	674,632	425,713	561	8,863	40,443	8,992	1,159,208	
1815	854,294	435,066	1,229	26,510	40,595	10,427	1,368,127	
1816	800,759	479,979	1,168	37,879	42,185	10,846	1,372,218	
1817	809,724	481,457	349	53,990	43,571	10,816	1,399,911	
1818	606,088	503,140	614	58,551	46,233	10,555	1,225,184	
1819	612,930	523,556	686	65,944	47,502	11,031	1,266,751	
1820	619,047	539,080	1,053	60,842	48,944	11,197	1,280,166	
1821	619,896	559,435	1,924	51,351	55,408	10,941	1,298,958	
1822	625,150	573,480	3,133	58,405	51,108	10,820	1,324,699	
1823	639,920	556,408	585	67,040	51,396	11,213	1,336,565	
1824	669,972	589,223	180	68,238	52,340	9,208	1,389,163	
1825	700,788	587,273	—	70,626	53,588	10,836	1,423,111	
1826	737,978	—	—	—	—	—	1,534,190	
1827	747,170	—	—	—	—	—	1,620,607	
1828	812,619	787,224	180	74,765	55,680	14,921	1,741,391	
1829	650,142	490,468	—	97,888	18,390	3,907	1,260,977*	
1830	576,475	496,639	792	95,014	20,338	3,515	1,191,776	
1831	620,451	516,086	481	103,449	23,637	3,739	1,267,846	
1832	456,989	624,159	377	99,152	25,468	3,302	1,439,450	
1833	750,026	717,422	478	107,294	26,776	4,151	1,606,149	
1834	857,438	765,462	364	113,555	28,156	3,930	1,758,907	
†1835	885,821	—	—	—	—	—	1,824,940	
1836	897,774	—	—	—	—	—	1,882,102	

\* The variations were caused by corrections made at these two periods in the register ; the tonnage lost and sold not having been annually deducted until the year 1829.

† The enrolled and licensed tonnage was, in 1835, 939,t 18 tons ; and in 1836, 984,328 tons, being considerably more than one half of the whole.

Statement of the Number and Description of Vessels built in the United States in the Year ending September 30, 1836.

Ships.	Brigs.	Schooners.	Sloops.	Steam-Boats.	Total.	Total Tonnage.
93	65	444	164	124	890	11,3627

It will be seen by the foregoing returns, which embrace a long period, that the same means adopted by France for swelling her shipping reports, are also used in America ; for of the vessels enrolled and licensed, a **very** considerable portion are craft employed on rivers, and inland navigation, the crews of which have no greater pretension to be called seamen, than the boatmen and fishermen around the coast of Great Britain, of which there are upwards of 60,000 in the Irish fisheries **alone**.

So far as the **gradual** increase of tonnage displayed under these circumstances, the returns are favourable to the United States, although not so **satisfactory** as might be expected, considering the active “ progression ” going on in every & her branch. What has been long predicted, has now, however, become too apparent to be concealed or denied, we mean the growing disinclination exhibited on the part of the Americans’ for a **nautical** life, and which Mr. Jefferson, one of their shrewdest statesmen, foretold in the following words :—

“ Although the **old** people of America derived their taste for the sea from the mother-country, this is far from being the case with **their** descendants (excepting in the New England States), nor is it to be supposed that persons living in a plentiful district, remote from the coast, till be induced to leave their comfortable and abundant homes, to endure the privations and risks of the sailor’s life, for any reasonable emolument that could be rendered them, or that they could expect to gain by so doing.”

Captain **Marryat**, in his recent work, has the following statement on this point, which amply **confirms** what Mr. Jefferson and others, who saw “ far ahead,” had **affirmed** so many years before :—

“ The United States, correctly speaking, have no common seamen, or seamen bred up as apprentices before the mast ; indeed, a little reflection will point out how unlikely it is that she ever should have, or should have had ; for who would submit to such a dog’s life at the best, or what parent would consent that his children should wear out an existence of hardship and dependence, when they can so easily render them independent on shore? The same period of time requisite for a man to learn his duty as an able seaman, and be qualified for the pittance of eighteen dollars per month, would be sufficient to establish a young man as an independent or even wealthy landowner, factor, or merchant on shore. That there are classes in America **who** do go to sea is certain, and who and what these are I shall hereafter point out ; but it may be positively asserted, that, unless by

escaping from his parents at an early age, and before his education is complete, he becomes, as it were, lost, there is no instance of a white boy being sent out to sea to be brought up as a foremast man in the United States of America.

“ The whole amount of tonnage of the American mercantile marine may be taken in round numbers at 2,000,000 tons, which may be subdivided as follows :—

	REGISTERED.	Tons.
Foreign Trade . . . . .		700,000
Whale Fishery . . . . .		130,000
	ENROLLED.	
Coasting Trade . . . . .		920,000
Steam . . . . .		150,000
Coast Fisheries . . . . .		100,000
Total . . . . .		<u>2,000,060</u>

“ The American merchant vessels are generally sailed with fewer men than the British. We calculate five men to 100 tons, which I believe to be about the truth. Mr. Carey, in his work, estimates the proportion of seamen in American vessels to be  $4\frac{1}{3}$  to every 100 tons, and I shall assume his calculation as correct. The number of men employed in the American mercantile navy will then be as follows :—

	Men.
Foreign Trade . . . . .	30,333
Whale Fishery . . . . .	5,633
Coasting Trade . . . . .	39,000
Steam . . . . .	6,500
Coast Fisheries . . . . .	4,333
	<u>85,799</u>

And now I will submit, from the examinations I have made, the proportions of American and British seamen which are contained in this aggregate of 85,799 men.

“ In the foreign trade, we have to deduct the masters of the ships ; the mates, and the boys who are apprenticed to learn their duty and rise to mates, and their masters, not to serve before the mast. These I estimate at—

Masters . . . . .	1,500
Mates . . . . .	3,000
Apprentices . . . . .	1,500
Ditto, coloured men, as cooks, stewards, &c. . . . .	2,000
	<u>8,000</u>

Which, deducted from 30,333, will leave 22,333 seamen in the foreign trade, who, with a slight intermixture of Swedes, Danes, and more rarely Americans, may all be asserted to be British seamen.

“ The next item is that of the men employed in the whale fishery, and, as near as I can ascertain the fact, the proportions are two-thirds Americans to one-third English. The total is 5,633, out of which 3,756 are Americans, and 1,877 British seamen.

“ The coasting trade employs 39,000 men ; but a small proportion of them can be considered as seamen, as it embraces all the internal river navigation.

“The steam navigation employs 6,500 men, of whom of course not one in ten is a seaman. I shall refer to them hereafter.

“The fisheries for cod and herring employ about 4,333 men ; they are a mixture of Americans, Nova Scotians, and British, but the proportions cannot be ascertained : it is supposed that about one-half are British subjects, i. e. 2,166.

“As my subsequent remarks will prove, I do not think that I am at all overrating when I estimate that the Americans employ at least 30,000 of our seamen in their service. The questions which are now to be considered are the nature of the various branches in which the seamen employed in the American marine are engaged, how far they will be available to America in case of a war. The coasting trade is chiefly composed of sloops manned by two or three men and boys. The captain is invariably part if not whole owner of the vessel, and those employed are generally his sons, who work for their father, or some emigrant Irishmen, who, after a few months, are fully equal to this sort of fresh water sailing. From the coasting trade, therefore, America would gain no assistance. Indeed, the majority of the coasting trade is so confined to the interior that it would not receive much check from a war with a foreign country.

“The coast fisheries might afford a few seamen, but very few, certainly not the men’ required to man her ships of war. As in the coasting trade, they are mostly owners or partners. In the whale fishery much the same system prevails, it is a speculation, and the men embark stipulating for such a proportion of the fish caught as their share of the profits ; they are generally well to do, connected together, and are the least likely of all to volunteer on board of the American navy. They would speculate in privateers, if they did anything. ...

“From steam navigation, of course, no seamen can be obtained.

“Now, as all service is voluntary, it is evident that the only chance that America has of manning her navy is from the 30,000 British seamen in her employ, the other branches of navigation either not producing seamen, or those employed in them being too independent in situation to serve as foremast men. When I was at the different seaports I made repeated inquiries as to the fact if ever a lad was sent to sea as a foremast man, and I never could ascertain that it ever was the case. Those who are sent as apprentices are learning their duty to receive the rating of mates, and ultimately fulfil the office of captains ; and it may be here remarked, that many Americans, after serving as captain for a few years, return on shore and become opulent merchants—the knowledge which they have gained during their maritime career proving of the greatest advantage to them. There are a number of free black and coloured lads, who are sent to sea, and who eventually serve as stewards and cooks ; but it will be observed, that these masters’ mates are not people who will enter before the mast and submit to the rigorous discipline of a government vessel, and the cooks and stewards are not seamen ; so that the whole dependence of the American navy, in case of war, is upon the British seamen who are employed in her foreign trade and whale fisheries, and in her men of war in commission during peace.

“That it would be worth the while of this country, in case of a war with the United States, to offer 4*l.* a-head to able seamen is most certain. It would swell the naval estimate, but it would shorten the duration of the war, and in the end would probably be the saving of many millions. But the question is, cannot and ought not something to be done, now in time of peace, to relieve our mercantile shipping interest, and hold out a bounty for a return to those true principles of

naval architecture, the deviation from which has now proved to be attended with such serious consequences.

“ Fast sailing vessels will always be able to pay higher wages than others, as what, they lose in increase of daily expense, they will gain by the short time in which the voyage is accomplished; but it is by encouragement alone that we can expect that the change will take place. Surely some of the onerous duties imposed by the Trinity House might be removed, not from the present class of vessels, as upon those built hereafter with first-rate sailing properties ; and, indeed, it is to be questioned, whether, now that Greenwich Hospital has become so enormously wealthy, and has so few pensioners to support, the charges of lights, &c. ought not to be put upon her, and thus the mercantile navy be relieved. These, however, are considerations which must be attended with a much fuller investigation than I have the means of obtaining ; but these are considerations of vital importance to our maritime superiority, and as such should be immediately weighed by the government of Great Britain, and a committee be appointed for the purpose. ”

If the foregoing statement is correct—and who can doubt it ?—the condition of America as regards the means of procuring mariners to man her fleet, in case of war with this country, is even worse than that of France. The latter power does possess a limited number of seamen, and seafaring people, such as they are, being subjects of the state, whose loyalty is to be depended on, and services enforced ; but the United States of America is absolutely dependent upon the seamen of her enemy, (always assuming her to be at war with England), and can only calculate on inducing them to turn their arms against their country and their country's flag, by the offer of high wages.

Now let us inquire whether America have the means of performing this ? Supposing, as Captain Marryat suggests, the affair to be a mere question of money, the seamen put up to auction, in other words, the highest biddings made for their services, the richest nation must undoubtedly succeed under such circumstances, did not the native service present other great advantages, for the introduction of steam will render privateering unprofitable, on account of the great difficulty of getting prizes into ports closely blockaded; and there is nothing so attractive in the American flag as to induce the seaman to serve under it on board ships of the line, to encounter the certainty of defeat and capture by the superior fleets that will be brought against them, and to fight against his king and country, when he can obtain equal, or superior pay, and many other advantages, in the British navy. If America had the means of outbidding us, it would be another matter, but it will be found, that, when liberal war-wages are proclaimed, as undoubtedly they will be hereafter—not only will she be abandoned by all British seamen, but foreigners of every description, and probably many native

or naturalized American will take service in our navy, or trading vessels, rather than be blockaded in port in the ships of the State, or unable to obtain employment in those of the merchant,

Those who calculate on America employing our seamen against us, reason on the experience of last war, when men were impressed into the British navy, retained for twenty-one years, and paid small wages in comparison to what they could obtain in other employments. Much of this has been already redressed, and no doubt, should war arise, it will be found more politic to offer liberal wages at once, (insuring a supply of seamen for ourselves, and also depriving our antagonists,) than to expend as much or more than this would cost in attempting to coerce them, and driving them into hiding, or to serve under foreign, if not hostile flags. It is true a different course was acted on in bygone times ; but even then its policy was always disputed, and there is no reason to suppose it will be ever revived, when a contrary proceeding secures such important advantages to ourselves, and inflicts such injury on our opponents.

There is another fact connected with the American shipping returns. It appears that we are gaining considerably upon them, and upon foreigners, in the carrying trade, between the two countries, for although, as Captain Marryat justly remarks, their vessels of burden make quicker voyages than our own, the results apparent in the following tables are most satisfactory :—

The Tonnage of Vessels which entered the Ports of the United States from Foreign Countries in each Year, from 1831 to 1836, distinguishing American and British from other Shipping, was as follows :

Years ending Sept. 30.	American.	British.	Other Foreign Vessels.	Total.	Centesimal proportion of British to American Tonnage.
1831	922,952	215,887	66,061	1,204,900	23·39
1832	949,622	288,841	104,197	1,342,660	30·41
1833	1,111,441	383,487	113,218	1,608,146	34·50
1834	1,074,670	453,495	114,557	1,642,722	42·19
1835	1,352,653	529,922	111,388	1,993,963	39·18
1836	1,255,384	541,606	132,607	1,935,597	43·62

The mercantile marine of Russia is so small, as to be undeserving of notice, as a resource for manning the fleet ; it is little, if at all, regarded by that state, whose policy, it has always been, to maintain the same amount of naval force in peace and war, We shall discuss

the pretensions of Russia as a naval power when we enter on an enumeration of different navies and the state of efficiency in which each is maintained, in our next number. The ports of the Baltic produce many thousands of good seamen, but these are generally found serving in time of war under the British flag, either in our ships of war or merchant vessels, and the same observation will apply to the seamen of the Italian and other states bordering on the Mediterranean. It has been ascertained, that upwards of 100,000 foreign seamen were in the British service during the greater part of last war.

It remains to notice the steam power possessed by the several states of Europe and America, and we avail ourselves of an official document, presented to the House of Commons on the requisition of Sir R. H. Inglis, at the beginning of 1838, from which we have compiled the following table. By contrasting this with the tables in our last number, and allowing foreign countries to have made the same progress

State.	Number of Vessels.	Total Tonnage.	Total Horse-Power.	Average Horse-Power each Vessel.
France (a) . .	77	5861	4290	56
Holland . . .	29	5297	2554	88
Russia(b) . . .	28	Not known	2075	74
Sweden . . . .	27	2100	1244	46
Naples . . . .	6	1751	720	120
Austria . . . .	5	665	300	60
Denmark . . .	5	625	311	62
Sardinia . . .	5	979	255	51
Portugal . . .	4	790	220	55
Spain . . . . .	4	626	120	30
Brazil	3	144	48	16
Hamburg : : :	3	417	192	64
Prussia . . . .	3	502	200	67
Tuscany . . . .	3	869	335	112
Lubeck . . . .	2	50	68	34
Mexico . . . .	2	285	100	50
Belgium . . . .	1	225	224	224
Meclinbuge . .	1	82	40	40
Norway . . . .	1	Not known	80	80
Egypt . . . . .	1	910	220	220
Turkey . . . . .	1	178	120	120
	211		13,716	65

(n) Of the French vessels there are only ten above 200 tons, including those building, the majority being employed on their principal rivers.

(b) The Russian return includes the imperial yachts, two steam frigates, and several vessels belonging to the emperor, denominated admiralty tugs.

as ourselves (which however is not the case) the reader will perceive, that we are immeasurably in advance of all European nations, possessing in fact three times the number, and more than four times the horse-power of the whole combined.

The returns furnished from the United States of America, contained in the same document, are not so explicit, including these vessels only registered and licensed in ports which abut on the ocean, where our consuls are stationed. They enumerate 156 vessels of 29,740 tons, and 19,632 horse-power; but this is but a portion of the American steam tonnage. The annexed return, which we have abstracted, at some length, from the American Almanac (Boston) for 1840, is an important document, and shows that in this branch the Americans, so far as regards number of vessels, tonnage, and horse-power, are nearly equal to ourselves.

Some of the items we confess we cannot quite understand, particularly the distinction between locomotives and stationary engines in the second table, but we presume that it applies to the difference between those which, like our own marine steam-engines, have the engine-beam underneath, and others propelled by the ordinary land-engine on deck, with its beam overhead. Those employed in the Mississippi valley (on the river of that name, the Ohio and its tributaries) are very frail vessels, of light draught, slightly constructed, being only calculated for the land-locked rivers, where "the water is as smooth as a mill-pond, and persons of all descriptions are employed on board of them, often for a single voyage, as in the case of those migrating, who seldom or ever return to the occupation of stokers, or to assist in stowing wood, fuel, &c. In fact, as Captain Marryat asserts, from steam navigation, as conducted on the American rivers, "no seamen can be obtained;" for in the event of war, these vessels being secure from attack, would, no doubt, continue in the same occupation, and require the same number of persons, in the character of masters, pilots, and steersmen, to conduct them from point to point.

The following Tables are extracted from a Letter of the Secretary of the Treasury to Congress, dated December 12th, 1838.

## STEAMBOATS IN EACH STATE.

Statement of the Number of Steamboats, and of the Tonnage of the same, in each State, so far as returns had been received in December, 1838 ; and statement of the amount of Tonnage of Steam Vessels in each State, on the 30th of September, 1837, according to the annual statement of the commerce and navigation of the United States, for the Year ending September 30th, 1837, and of the number built in 1837.

States.	Returns to December, 1838.		Return, Sept. 30, 1837.	No. of Steam Vessels built in 1837.
	No. of Vessels.	Tonnage.	Tonnage.	
Maine	8	1,609		
New Hampshire	1	215		
Vermont .	4	903		
Massachusetts .	12	1,443	171	1
Rhode Island	2	698	965	1
Connecticut, .	19	4,103	2,641	1
New York .	140	29,708	24,431	16
New Jersey .	21	3,757	444	
Pennsylvania	134	18,243	19,331	48
Delaware .	3	494	373	
Maryland .	19	6,800	7,135	4
Dist. of Columbia	5	801	1,477	1
Virginia	1 6	1,970	1,667	
North Carolina	11	2,014	521	1
South Carolina	22	4,794	4,715	5
Georgia . .	29	4,273	4,521	2
Florida . .	17	1,974	1,194	
Alabama . .	18	2,703	4,396	
Mississippi .	No returns			
Arkansas . .	No returns			
Louisiana .	30	4,986	54,421	9
Tennessee .	No returns		5,193	2
Illinois . .	{ No returns	except in part	with Missouri	and
Indiana . .	{ Kentucky			
Kentucky .	41	8,356	1,714	
Iowa . . .	No returns			
Wisconsin .	No returns	except in part	with Mich.	
Missouri .	42	7,967	3,668	
Ohio . . .	79	15,396	12,375	42
Michigan .	13	2,611	2,193	1
Navy Dep. } U. S	1	900		
War . . . } Gov.	4			
Engin. . . }	9			
<b>Total ascertained</b>	<b>700</b>	<b>126,673</b>	<b>153,660</b>	<b>134</b>

In 58 of the above boats, the tonnage, not being returned, is estimated at 10,800 tons more,—making an aggregate of 137,473 tons in the ascertained boats,

Abstract from Returns respecting Steamboats, Locomotives, and Stationary Engines.

States.	No. of Steamboats	No. of Locomotives.	No. of Stationary engines.
Maine	8	2	41
New Hampshire	1		6
Vermont	4		
Massachusetts	12	37	165
Rhode Island	2		58
Connecticut	19	6	47
Yew York.	140	28	87
New Jersey	21	32	32
Pennsylvania	134	96	383
Delaware	3	34	11
Maryland	19	31	56
District of Columbia	5		13
Virginia	16	34	124
North Carolina	11	5	20
South Carolina	22	27	40
Georgia	29	3	23
Florida	17	2	8
Alabama	18	1	40
Louisiana	30	10	274
Arkansas			
Mississippi			
Tennessee			
Kentucky (including part. Indiana)	41	2	
Missouri and Illinois	42		56
Ind., (included, in part, in Kentucky)			
Ohio	79	1	83
Mich. and Wisconsin (in part)	13	6	32
Iowa			
United States Government	14		17
Total ascertained	700	337	1,616
Add, as estimated	100	13	244
Aggregate	800	350	1,860

Whole number of steam-engines of all kinds ascertained is 2,658, and estimated 357 ; making the aggregate 3,010.

The above estimate is added for the States of Tennessee, Arkansas, Illinois, Indiana, and some omissions in other States, with the territory of Iowa, and part of Wisconsin.

*Note.*—The returns respecting locomotives are believed to embrace nearly all in the country. Those respecting stationary engines are incomplete, no returns having been received from extensive districts, in which, it is believed, many such engines are in use. The returns respecting steamboats are incomplete, in regard to number and tonnage of boats, and the power of engines.