MR. SERGEANT

Submitted the following

Estimate of the Annual Coasting Trade,

To and from ports

Within the limits of the United States,

Passing in and out of

The Delaware Bay, &c.

January 15, 1828.

Printed by order of the House of Representatives.

Washington:

Printed by Gales & Seaton.

1828.
Philadelphia, January 10, 1828.

Many of the vessels in the annexed schedule are owned by citizens of Eastern States, and much of the insurance on vessels and cargoes is effected in States east of Pennsylvania.

There are agents in Philadelphia for four insurance companies of Connecticut and Massachusetts.

It is very difficult to estimate the amount of the value of transient vessels and cargoes, coastwise, coming to, and going from, Philadelphia; but the number is very great, probably amounting to twenty millions of dollars, passing in and out of Delaware Bay in the course of a year.

A very large proportion of the cotton and tobacco coming to Philadelphia, from North Carolina, and owned there, comes in transient coasting vessels, (of course not in the annexed estimate.) One house mentions that they have received, in 1827, 3,200 bales of cotton, owned in North Carolina, nine-tenths of which came in transient coasters.

The amount of the trade from Wilmington, Del. to New York and other ports, is very considerable.

G. G. BORIG,
Chairman of Breakwater Committee of Philadelphia Chamber of Commerce.

Attest—A. G. Ralston,
Secretary of Breakwater Com. of Philadelphia Chamber of Commerce.
We, the subscribers, owners and agents of packets, which, with their cargoes, are estimated in the annexed schedule, consider the estimates as not overrated.

GRANTS & STONE,
Boston Line of Packets.
A. C. BARCLAY,
Boston Line of Packets.
JAS. GEO. STACEY & Co.
New York Line of Packets.
BAILEY & BRIDGES,
For New York and Portland Lines.
C. PRICE & MORGAN,
Agents for the New Orleans Packets.
SMITH & STEWARDSON,
Agents for Charleston Line.
JOHN HASELTINE,
Agent for New Orleans packets.
C. & F. KING,
Agents New York Line.
C. & C. W. PEIRCE,
Portsmouth Line of Packets.
THOMAS & MARTIN,
Agents for Providence Line of Packets.
HACKER, BROWN, & Co.
For Salem, Mass. Packets.
CALEB S. FOLWELL,
Agent for Richmond Line.
JONA. PALMER,
Agent Hartford Line.
WM. BROWN,
Agent for Newburyport and Hingham vessels.
STANTON & BROTHER,
Agent for Stonington, Conn. Line.
WASH'N JACKSON,
For Atakapas Line.
JOSEPH HAND,
Proprietor of the Alexandria Line, and Agent for the Baltimore Line.
CALEB S. FOLWELL,
Agent for the Norfolk and Petersburg Line.
JAMES PATTON, Jr.
Agent for the Wilmington, N.C. Packets.
BEVAN & PORTER,
Agents for the Newbern, N.C. Packets.
THOS. W. MORGAN,
Agent for New Bedford Packet.

PHILADELPHIA, January 10, 1828.

G. G. BORIG,
Chairman of Breakwater Com. of Philadelphia Chamber of Commerce.

Attest—A. G. RALSTON,
Secretary Breakwater Com. of Philadelphia Chamber of Commerce.
ESTIMATE of the annual Coasting Trade to and from ports within the limits of the United States, carried on at Philadelphia, by the Packets which run regularly only, all of which pass in and out of Delaware Bay, taken for 1827, December 31st.

<table>
<thead>
<tr>
<th>To what ports they run</th>
<th>No. of vessels</th>
<th>No. of passages per month, ten months being allowed to run in</th>
<th>Total No. of passages</th>
<th>Remarks</th>
<th>Average value of vessels.</th>
<th>Average value of cargoes each run.</th>
<th>Total value of vessels.</th>
<th>Total value of vessels and cargoes coming and going.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandria, D. C.</td>
<td>4</td>
<td>6</td>
<td>70</td>
<td></td>
<td>$5,000</td>
<td>$5,000</td>
<td>350,000</td>
<td>210,000</td>
</tr>
<tr>
<td>Baltimore</td>
<td>5</td>
<td>9</td>
<td>90</td>
<td></td>
<td>5,000</td>
<td>6,000</td>
<td>540,000</td>
<td>270,000</td>
</tr>
<tr>
<td>Richmond, Va.</td>
<td>5</td>
<td>9</td>
<td>90</td>
<td></td>
<td>4,000</td>
<td>7,000</td>
<td>680,000</td>
<td>350,000</td>
</tr>
<tr>
<td>Petersburg &amp; Norfolk</td>
<td>3</td>
<td>4</td>
<td>40</td>
<td></td>
<td>4,000</td>
<td>6,000</td>
<td>2,400,000</td>
<td>1,200,000</td>
</tr>
<tr>
<td>New Orleans</td>
<td>5</td>
<td>35</td>
<td>15,000</td>
<td>Outward cargoes mostly owned by citizens of Louisiana, Mississippi, Ken. &amp; Tenn.</td>
<td>15,000</td>
<td>37,000</td>
<td>888,000</td>
<td>312,000</td>
</tr>
<tr>
<td>Ditto</td>
<td>3</td>
<td>12</td>
<td>7,500</td>
<td></td>
<td>1,250</td>
<td>15,000</td>
<td>100,000</td>
<td>40,000</td>
</tr>
<tr>
<td>Atakapas</td>
<td>2</td>
<td>12</td>
<td>12,000</td>
<td></td>
<td>25,000</td>
<td>30,000</td>
<td>216,000</td>
<td>135,000</td>
</tr>
<tr>
<td>Mobile and Pensacola</td>
<td>1</td>
<td>16</td>
<td>3,000</td>
<td></td>
<td>1,500</td>
<td>20,000</td>
<td>90,000</td>
<td>55,000</td>
</tr>
<tr>
<td>Newbern, N. C.</td>
<td>1</td>
<td>18</td>
<td>5,000</td>
<td></td>
<td>200,000</td>
<td>210,000</td>
<td>135,000</td>
<td>55,000</td>
</tr>
<tr>
<td>Wilmington, N. C.</td>
<td>3</td>
<td>54</td>
<td>2,500</td>
<td>Cargoes mostly owned South</td>
<td>5,000</td>
<td>4,000</td>
<td>210,000</td>
<td>135,000</td>
</tr>
<tr>
<td>Charleston &amp; Savannah</td>
<td>4</td>
<td>90</td>
<td>12,000</td>
<td>Do. do. and many passengers</td>
<td>36,000</td>
<td>3,240,000</td>
<td>1,080,000</td>
<td>4,830,000</td>
</tr>
<tr>
<td>New York</td>
<td>15</td>
<td>528</td>
<td>2,000</td>
<td></td>
<td>18,250</td>
<td>6,600</td>
<td>1,056,000</td>
<td>7,656,000</td>
</tr>
<tr>
<td>Hartford</td>
<td>3</td>
<td>48</td>
<td>2,000</td>
<td></td>
<td>16,000</td>
<td>4,800</td>
<td>120,000</td>
<td>60,000</td>
</tr>
<tr>
<td>Nantucket</td>
<td>3</td>
<td>48</td>
<td>2,000</td>
<td></td>
<td>16,000</td>
<td>4,800</td>
<td>120,000</td>
<td>60,000</td>
</tr>
<tr>
<td>New Bedford</td>
<td>3</td>
<td>32</td>
<td>2,000</td>
<td></td>
<td>16,000</td>
<td>4,800</td>
<td>120,000</td>
<td>60,000</td>
</tr>
<tr>
<td>Providence</td>
<td>6</td>
<td>60</td>
<td>2,000</td>
<td>Cargoes mostly owned in Providence</td>
<td>21,666</td>
<td>1,300,000</td>
<td>180,000</td>
<td>1,480,000</td>
</tr>
<tr>
<td>Boston</td>
<td>11</td>
<td>171</td>
<td>6,000</td>
<td>Cargoes mostly owned in Boston</td>
<td>16,000</td>
<td>2,375,000</td>
<td>1,025,000</td>
<td>-3,765,000</td>
</tr>
<tr>
<td>Portsmouth, N. H.</td>
<td>2</td>
<td>40</td>
<td>1,400</td>
<td></td>
<td>5,000</td>
<td>200,000</td>
<td>50,000</td>
<td>250,000</td>
</tr>
<tr>
<td>Portland</td>
<td>2</td>
<td>15</td>
<td>2,000</td>
<td></td>
<td>7,000</td>
<td>105,000</td>
<td>50,000</td>
<td>155,000</td>
</tr>
<tr>
<td>Salem, Mass.</td>
<td>1</td>
<td>14</td>
<td>5,000</td>
<td></td>
<td>10,000</td>
<td>140,000</td>
<td>42,000</td>
<td>182,000</td>
</tr>
<tr>
<td>Newburyport, Mass.</td>
<td>4</td>
<td>43</td>
<td>3,400</td>
<td></td>
<td>3,000</td>
<td>144,000</td>
<td>115,900</td>
<td>259,900</td>
</tr>
<tr>
<td>Hingham, Mass.</td>
<td>4</td>
<td>43</td>
<td>3,400</td>
<td></td>
<td>3,000</td>
<td>144,000</td>
<td>115,900</td>
<td>259,900</td>
</tr>
<tr>
<td>Stonington, Conn.</td>
<td>3</td>
<td>30</td>
<td>1,300</td>
<td></td>
<td>3,000</td>
<td>90,000</td>
<td>45,000</td>
<td>135,000</td>
</tr>
</tbody>
</table>

Total twenty-seven millions eight hundred and ninety-five thousand nine hundred dollars.

Philadelphia, January 10, 1828.

G. G. BORIG,
Chairman of Breakwater Committee of Philadelphia Chamber of Commerce.