

MEMORIAL

OF THE

CORPORATE AUTHORITIES OF THE CITY OF CHICAGO, IN
THE STATE OF ILLINOIS,

Praying the completion of the harbor at that place.

JANUARY 21, 1842.

Referred to the Committee on Commerce, and motion to print referred to the Committee on Printing.

JANUARY 22, 1842.

Report not to be printed, and agreed to.

JANUARY 25, 1842.

Ordered to be printed.

To the honorable the Senate and House of Representatives of the United States in Congress assembled.

The memorial of the honorable the mayor and aldermen of the city of Chicago, in common council assembled, would—

RESPECTFULLY REPRESENT:

That the importance of the Chicago harbor, considered in a commercial, agricultural, or military point of view, has been well attested by official reports to the Topographical Bureau, as well as by Congress itself, in specific acts of appropriation. The suspension of the public works upon this harbor since the year 1839, has been here the subject of regret with all classes. Your memorialists, as the corporate representatives of a city having extraordinary commercial advantages at stake upon its improvement and progress, and intimately connected as a place of transhipment and deposit with adjoining States and Territories, appointed a committee of their body, on the 11th December instant, to collect such information as might show the probable amount of business done in the place, its progressive increase for the past six years, and the actual existing wants of commerce in this part of the Union.

Your memorialists also, having entire confidence in the wisdom of the national councils, beg leave to submit, with the schedules hereto annexed (marked A, B, and C), such views of the present state of the work, the immediate necessity there exists for its early resumption, and its importance in a national point, as will clearly establish before you the incalculable amount of injury already suffered by a total suspension of the work, and that which is likely to accrue, not only to the commerce, property, and interests of citizens of our own, but to those of all the adjoining States, should Congress delay some instant action upon the subject.

Thomas Allen, print.

To show, if it were indeed necessary, the intimate connexion and dependence that exist between a harbor at Chicago and the interests of the States adjoining, we would for a moment refer your attention to a communication from the Secretary of War, accompanying the President's message to Congress in February, 1840 (House of Representatives document No. 2). At page 705 of that document, Captain Cram, of topographical corps, makes the following very just and trite remarks :

"The commercial interests of all the States that border upon the lakes are intimately connected with Chicago, as a place of transshipment and deposit. And the agricultural prospects of Illinois, Indiana, Iowa, and Missouri, are to become greatly dependant upon facilities for business upon a large scale at some point on the southwest part of Lake Michigan ; which lake is part of the great channel by which the staples of these States will best reach the eastern market. The continuity of a never-failing water communication for so many miles, and the favorable temperature for the preservation of produce, are advantages peculiar to the lake route."

In corroboration of the above statements, your memorialists herewith transmit schedules (marked A and B) showing the amount of imports and exports, together with the names of merchants now engaged in active mercantile operations in this place. With such results as are here exhibited, in connexion with our history, your memorialists venture the opinion, deliberately formed, that there is no city of equal age in the Union, and laboring under similar embarrassments, presenting so unexampled a rise to commercial distinction, and of so much promise in opening the sources of agricultural wealth. It is only eight years since the first pioneers found here a wilderness ; distinguished, indeed, by that characteristic and solitary emblem of civilization—a military garrison held by Government as a frontier site, to restrain the native red man, who else would have roamed free to indulge his native ferocity in acts of aggression on the inoffensive white adventurer. But let us a moment present you the change. The late census rates the inhabitants of this county alone at nearly eleven thousand. The city contains between five and six thousand. Our average import trade is over \$1,500,000 annually, while that of our exports has reached, within the present year, \$348,362 ; and the fact that a monthly average of 150 vessels regularly leave and enter our harbor during the navigable seasons, show us already the centre of a large and growing trade, and will well attest our present commercial character.

The committee, in the labors assigned them, had to regret that, with all the diligence they could use, only about two thirds of the actual amount of the import and export trade could be arrived at. The fact owes its existence to—1st. There being no public records in the place, of any character to which reference could be had on the subject, and the individual statement of each merchant had to be obtained, with considerable labor, from his books, in making up the result ; 2dly. Fifty-seven commercial houses, some of the largest class of wholesale dealers, having from various causes discontinued business, since 1838, in the place, to which no such reference could be had ; and, 3dly. Because a great quantity of the imports have no connexion with any house in the place, but are taken directly from the landing into the interior. For these reasons, the committee allowed a deduction of one third from the amount known to be added for what is unknown ; beside which, they have only obtained the amount annexed to each merchant's name now in the city.

Allowing for these deficiencies in the result, our imports will give a total, from 1836 to the present time, of \$7,473,259; averaging more than \$1,500,000 annually, of an import trade; to which add one third of this amount, for reasons above stated, and we have a gross result of more than \$1,533,333—nearly \$2,000,000 of which has been done the present year.

The export trade, taking into consideration the character of our infant settlements in the rear, the inhabitants of which, for the first few years, are from necessity consumers, instead of producers, will show equally as striking results. The schedule of *exports* (marked B) will furnish a fair index to ratio of increase of commerce at this point of the lake, and also of agriculture in the interior. In the year 1836, our exports amounted to only \$1,000, while in 1841 they are found to reach \$348,362; showing, in the comparison presented between the two years, the country to have advanced in the ratio of from 1,000 to 348,362, or equal to 347,000 per cent. The total for the whole six years gives us nearly \$700,000; of which, during the present year alone, there has gone out, of the surplus staples of the country, 282,000 bushels of wheat, employing an aggregate capital of \$280,000, and 50,000 barrels of beef, pork, and flour, 18,591 hides, 50 tons of lead, 8,750 pounds of butter, 1,300 packs of fur, together with a proportionate quantity of flax, corn, beans, ham, &c., for the production of which the country adjacent is so peculiarly adapted.

Nor is the consideration here to be avoided, that while the great increasing fertility of the country everywhere around us demands an outlet at some point on this side of Lake Michigan through which a market may be open to the interior, there is no other point beside Chicago, where vessels can approach to afford the opportunities of exchange needed. Your memorialists, in asking attention to their wants, would not be understood in the spirit of a narrow and selfish policy, to confine their views exclusively to themselves. The policy of the Government we have the happiness to live under is to extend its protection to all. The duty we now undertake is to make known our necessities; but, in casting our eyes over the vast extent of coast along our inland seas, we cannot forbear remarking the fact that, with less commercial wants and fewer inhabitants, many places on the other lakes have had the care of Government manifested toward them year after year in a peculiar degree; and sixteen harbor improvements on Lake Erie, six on Lake Ontario, four on Lake Champlain, attest the care of the Government in those quarters, while Lake Michigan, comprehending, in the area of its length and breadth, more square miles than any of the others, remains, with the single "imperfect exception" of our own case, without any point affording adequate protection to commerce, or even convenient landing-places to exchange the annual surplus of staple commodities teeming from the great States that lie along its borders.

That our own case is an imperfect exception, we will now refer you to the existing state of the harbor here. It will be found, on reference to the original survey, on file in the Topographical Bureau, that the harbor itself consists of two piers—a north pier and south pier—extending, on parallel lines, out from the Chicago river into Lake Michigan, with a mean distance of two hundred feet between. The work has been suspended since the fall of 1839, when the balance of the appropriation for that year was expended by Captain Leavenworth, our present agent, in preserving the work already done, and carrying out the extension of the north pier. The unfinished state of the work, as it then existed, will be best seen by reference to the

map No. 3, on file in the Topographical Department, together with the accompanying reports transmitted by Captain Cram, under date of September 1, 1839.

From these representations, it will appear that there still remains unfinished of the harbor, seven hundred feet on the west end, and four hundred and five feet on the east end of the north pier; also, two hundred and fifty feet on the west end, and three hundred and eighty on the east end of the south pier.

In this unfinished state the work has since remained, exposed to all the injury which is reasonably to be apprehended to a work in an unprotected state, from the heavy action of the wind and waves, together with the ice in the winter season. Some of the piles in the outer end of the north pier have been broken, some of the upper rounds of timber carried off, the dredging-machine and sand-scows are fast going to decay; and it is estimated already that not less than \$4,000 will restore the work and machinery to the state they were in at the period of its suspension in 1839.

But more serious and immediate evils threaten the utility of the work itself, as a harbor for the purposes of commerce. These evils arise—1st. From the fall of water in the lake to almost to within three feet below its former level; and, 2d. From the action of the wind, which has formed a sand-bar across the mouth of the channel; and the wind blowing from the north across the pier, deposits of sand are carried from the beach of the lake within the harbor itself, and already it is found the channel will not admit the entrance of vessels of larger draught than seven feet water. Difficulties like these were apprehended as early as the year 1839; and the balance of the appropriation then on hand unexpended for that year was applied by the present agent in providing, as far as his means permitted, a temporary remedy. And it will also appear, by reference to Captain Cram's report of that year to the Topographical Bureau (House of Representatives document No. 2, page 703), that on commencing operations in 1839, a sand-bar was found, not only across the entrance to the channel, but to a distance of 450 yards beyond, and that an alteration of the direction of the piers was deemed necessary. The position of the bar was a few yards exterior to the heads of the piers, and transversely to their direction; so that vessels made the harbor with great difficulty in fair weather, and were entirely excluded from shelter during a storm.

The representation of this state of things by the agent here, produced some improvement of the work; which, however, resulted only in partial benefits, owing to the want of further means to carry it on to a state of completion. The improvement was the extension of the north pier, not on the old line of direction, but on a line deflecting $25\frac{1}{2}$ degrees more toward the north, and removing the bar which had formed across the channel. In pursuance of this plan, 405 feet of additional underwork was sunk, following the new direction, and the bar dredged off sufficiently to admit the largest class of vessels to enter the channel. It is this additional underwork, in its unfinished condition, which has most materially suffered; while the estimate made for its completion, together with other works commenced prior to 1839, might effectually arrest the threatened evils. But the information already before the Topographical Bureau, in relation to the further amount of construction required to secure us a permanent harbor, and the imperative demands of commerce at this end of the lake, will not allow us to close this branch of the subject, without strongly

impressing upon your honorable body the urgent necessity there exists, of not only immediate temporary relief, but also immediate permanent relief. We say immediate, because, if an appropriation is not granted in time to dredge a channel in the deposits now forming by the 1st of May next, commerce will be without shelter, and human life and property endangered to a great extent.

Your memorialists having referred your attention to the amount of our actual import and export trade, and the present condition of our harbor, will now refer to the actual existing wants of commerce in this portion of the Union. We have already adverted to the fact that, while Lake Erie, comprising less in its mean length by 130 miles than Lake Michigan, has had the care of the Government attested for its commerce in the construction of no less than sixteen harbor improvements, and Lake Ontario, 180 miles long, has had the same solicitude evinced for its wants by six substantial improvements, Lake Michigan, 400 miles long, and sweeping the shores of three sovereign confederates, and one Territory of the Union, remains a signal instance of almost total destitution in this respect. At the suspension of the work in 1839, only three harbor improvements had been commenced; two of which are only now available in affording very precarious places of refuge for vessels to seek in cases of distress.

Your memorialists, in behalf of the interests committed to their charge, seriously ask an appropriation in time to avert threatened evils, and make the harbor here answer the purpose intended by its construction. Owing to the difficulties met with in obtaining places of refuge or harbors on this lake, great and serious losses annually take place. During the present season alone, nineteen vessels have suffered shipwreck, eight of which proved total losses; beside which, eleven human beings have perished. It is believed, from the information obtained from the deputy collector of our port (Captain Johnson), that not less than an average of — shipwrecks have annually occurred on this lake, destroying large amounts of property, and in many cases proving fatal to life itself, to say nothing of imminent risks incurred by merchants, emigrants, and all others trusting to the facilities of water communication. These considerations, taken together with the facts submitted in the report of the deputy collector to the Topographical Bureau, that an average of 150 vessels, including, in their character, steamboats, ships, brigs, and schooners, of every species of description and tonnage, has monthly cleared and entered our harbor during the past season, and the urgency and extent of our present wants for a safe, permanent, and commodious harbor, must appear manifest to all.

To assert the importance of a harbor at Chicago in a national and military point of view, your memorialists deem but reiterating what has been already demonstrated by official reports to the War Department, and public communications to Congress at former sessions. The excellent site for a capacious ship-basin, in the very heart of the town, at the junction of the north and south branches of the Chicago river, has been commented on in the able report of Captain Cram in the communication of the Secretary of War before referred to; and at page 705 of that document occurs the following remarks:

"The importance of Lake Michigan in a military point of view, should not be overlooked. Its facilities for procuring provisions, and for transportation, and its unequalled adaptation for harbors into which armed steamers and other armed vessels might retire for repair and supplies, would

add particular value to this inland sea ; and in the event of war between the United States and the power in possession of half of all the other lakes, Lake Michigan might become the scene of contention. A loss of its possession would be attended with serious consequences, of serious import to the commerce, agriculture, and safety, of a large portion of the West."

And further on, he says :

"The bottom of the lake, near the mouth of the Chicago river, is well adapted by nature for such a construction, and the work already commenced here, though in many respects faulty, might nevertheless be used as a part of the required whole."

In conclusion, let us refer you to our position in the general geography of the country. Situated at the head of lake navigation on the one hand, and at the proposed termination of the Illinois and Michigan canal on the other, Chicago will one day embrace, in her growing connexions, the direct trade of the great northwest, while to the east she will become as the threshold to the granary where commerce will mutually exchange and discharge the products of two hemispheres. The fact that she is already the centre of a large and growing trade, and presents at her wharves, during the navigable seasons, all the appearance of an Atlantic city, assures us that the day of her commercial pride is not far distant.

If, under these circumstances, our wants are found worthy your consideration, your memorialists will ever pray, &c.

F. C. SHERMAN, *Mayor*.

C. FOLLANSBE, } *Aldermen,*

JOHN DAVLIN, } *1st ward.*

PETER PAGE, } *Aldermen,*

J. McCORD, } *2d ward.*

W. H. STOW, } *Aldermen,*

_____ } *3d ward.*

WM. OTIS SNELL, } *Aldermen,*

G. W. ROGERS, } *4th ward.*

H. L. RUCKER, } *Aldermen,*

SAMUEL GRIER, } *5th ward.*

JAMES L. HOWE, } *Aldermen,*

GEO. F. FOSTER, } *6th ward.*

Attest :

THO. HOYNE, *City Clerk*.

[L. S.]

SCHEDULE A.

List of articles imported, for the respective years hereafter named, with the valuation computed for each year, together with the importers' names, and the whole amount, where known, computed by weight or measure.

Names.	Articles.	1836.	1837.	1838.	1839.	1840.	1841.	Whole amount, by weight or measure, where known.
Walker & Co.	Merchandise	\$6,000 00	\$26,000 00	\$28,000 00	\$26,000 00	-	-	295 tons.
C. Walker & Co.	do	-	-	-	-	\$29,600 00	\$28,000 00	199 tons.
L. Michigan Lumber Co.	Lumber	-	-	-	16,310 00	-	-	1,483,000 feet.
N. Rosseter	Lumber, &c.	-	-	-	-	-	12,756 00	977,159 ft. boards and plank, 944,000 shingles, 33 bundles laths.
George W. Snow	do	-	-	-	-	-	30,000 00	2,500,000 feet.
Do	Merchandise	-	-	-	-	-	1,300 00	178 tons.
N. C. Walton	do	-	-	-	3,000 00	3,000 00	3,000 00	
H. Norton	do	-	-	15,000 00	26,000 00	24,000 00	29,000 00	
B. F. Napp & Co.	do	6,873 90	9,641 17	16,151 44	-	-	-	
Do	Salt	6,642 27	8,781 74	9,850 50	-	-	-	
Do	Flour	85 75	9,524 81	6,373 08	-	-	-	
Giles Williams & Co.	Merchandise	-	-	-	10,000 00	15,000 00	12,000 00	
Do	Salt	-	-	-	16,000 00	29,425 00	12,000 00	
Church & Shelden	Merchandise	-	-	-	5,100 00	3,100 00	2,317 00	
Hannon & Lomis, and successors.	do	57,891 50	79,538 08	99,925 15	92,601 80	32,463 80	33,962 08	2,152 $\frac{1}{2}$ $\frac{2}{3}$ $\frac{2}{3}$ tons, 115,000 ft. lumber, 22,000 shingles.
S. Lind & Co.	Lumber	-	-	-	-	4,464 00	7,200 00	972,000 feet.
Do	Salt and flour	-	-	-	-	2,500 00	-	500 bbls. salt, 200 flour.
C. McDonnel	Merchandise	-	1,000 00	2,000 00	1,500 00	2,000 00	2,000 00	
S. Greaves	Stoves	-	-	-	-	-	1,000 00	
Goodsell & Campbell	Merchandise	38,965 00	3,575 00	8,763 00	10,673 00	1,954 00	-	
C. Follansbe	do	4,371 00	4,057 00	10,000 00	9,850 00	10,000 00	8,000 00	
J. B. Eddy	Stoves, &c.	-	-	-	-	-	1,000 00	
Clark & Co.	Drugs and med.	9,064 62	9,124 83	6,356 52	9,393 14	4,348 79	3,552 00	
A. Negus	Merchandise	-	-	-	-	-	6,000 00	
W. H. Taylor	do	6,000 00	6,000 00	5,000 00	-	-	-	
Dan. Taylor	do	-	-	-	5,000 00	5,000 00	5,000 00	

A—Continued.

Names.	Articles.	1836.	1837.	1838.	1839.	1840.	1841.	Whole amount, by weight or measure, where known.
B. W. Raymond & Co.	Merchandise	\$40,441 00	\$8,309 00	\$30,376 00	\$43,828 00	\$29,019 00	\$39,932 00	
T. B. Carter & Co.	do	-	-	11,579 34	25,152 45	21,318 50	30,858 53	
S. Sanger	Groceries	-	-	-	10,697 00	9,372 00	8,655 00	
Can. Commissioners	Hardware	-	-	30,000 00	-	-	-	
Otis & Co.	do	-	-	28,784 21	34,241 86	31,143 22	23,185 40	
Otis & Eddy	do	12,462 50	-	-	-	-	-	
H. Norton	Merchandise	-	-	20,000 00	15,000 00	15,000 60	26,000 00	
Contractors' Association	do	-	-	-	-	-	12,000 00	
W. H. Adams & Co.	Boots, shoes, &c.	-	6,000 00	16,008 00	20,000 00	17,610 00	12,376 81	
S. B. Collins	do	-	-	6,000 00	6,000 00	9,000 00	9,000 00	
S. J. Sherman	Merchandise	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00	
R. R. Crosby	do	-	-	-	-	-	5,000 00	
Sherman & Pettingill	do	-	-	-	-	-	3,306 00	
S. B. Walker	do	-	-	-	-	-	3,080 00	
Burton	Clothing	-	-	-	-	-	5,428 00	
Mosely & McCord	Merchandise	8,200 00	7,800 00	11,900 00	11,250 00	10,000 00	13,000 00	
Clark, Harris, & Co.	do	-	-	-	-	9,419 00	18,225 00	
Crawford	do	-	-	9,550 00	10,772 00	28,021 00	6,051 00	4,995 bbls.
Hervey	Salt	-	-	-	11,000 00	1,265 00	3,375 00	
Do	Groceries	-	-	-	-	3,736 00	-	
Dodge & Tucker	Merchandise	-	4,600 00	7,700 00	8,700 00	1,000 00	-	
S. W. Goss	do	-	17,700 00	2,000 00	1,600 00	1,200 00	-	
Jno. Fennerty	do	-	-	-	-	-	12,000 00	
Jno. Fennerty & Co.	do	-	4,000 00	1,000 00	9,000 00	11,000 00	-	
James Smith	do	5,000 00	5,000 00	5,000 00	-	-	-	
Philo Carpenter	Groceries	8,859 81	311 30	839 10	1,062 28	-	-	
Do	Hardware	12,851 97	6,547 59	2,069 71	2,113 61	-	-	
Do	Drugs, &c.	4,226 64	4,431 00	1,390 17	1,396 11	-	-	
Do	Glass and stone	860 97	250 50	-	-	-	-	
Do	Leather	1,224 29	309 50	-	-	-	-	
Do	Clothing	-	737 50	400 00	-	-	-	
McClure & Tuller	Merchandise	-	-	-	-	-	23,000 00	
Salesbuy & Holder	do	-	-	-	-	2,500 00	5,000 00	

E. S. & J. Wadsworth	do	-	-	-	-	17,794 00	31,300 00	
Do	Corn sales	-	-	-	-	500 00	1,400 00	
S. W. Peck & Co.	Earthen & glass	-	-	-	-	-	7,000 00	
A. G. Burley	do	-	-	-	2,000 00	800 00	-	
Do	Corn sales	-	-	-	-	500 00	425 00	
E. S. Hopkins	Groceries	-	-	-	-	-	7,619 48	
Botsford & Beers	Hardware	-	8,000 00	13,000 00	5,000 00	6,000 00	17,000 00	
Tho. Church	Merchandise	13,817 70	21,619 08	27,842 36	16,264 14	-	-	
Church & Shelden	do	-	-	-	-	4,254 41	13,920 00	
Tuthill King	do	15,000 00	12,000 00	13,000 00	1,000 00	8,000 00	800 00	
Taylor, Breese, & Co.	do	50,000 00	50,000 00	50,000 00	-	-	-	
Paine & Norton	do	-	-	-	30,000 00	29,600 00	20,300 00	
C. Buhl	Hats and caps	-	-	-	-	-	15,000 00	
Osborn & Strail	Merchandise	7,067 00	13,829 87	27,615 46	18,517 08	-	-	
J. P. Allen & Co.	Lumber	-	-	-	-	-	5,562 00	285,871 ft., 1,086 bund. laths.
Kenzer & Underwood	do	3,750 00	4,980 00	2,600 00	6,246 00	-	-	
J. P. Rind	Flour	-	-	5,000 00	3,000 00	2,900 00	2,000 00	
P. T. & Co.	Merchandise	-	-	-	15,000 00	20,000 00	14,000 00	
A. N. Fullerton	Lumber	-	1,900 00	2,200 00	3,300 00	-	-	600,000 feet.
Do	do	-	-	-	-	-	2,400 00	200,000 feet.
H. O. Stone	Merchandise	-	-	1,900 00	6,900 00	10,700 00	18,859 00	
Do	Hardware	-	-	-	-	2,900 00	9,000 00	
Do	do	-	-	-	-	-	39,000 00	
Gurney & Matteson	Leather	-	-	-	-	-	15,000 00	
A. Follansbe	Groceries	4,000 00	4,080 00	5,000 00	4,000 00	3,800 00	6,000 00	
M. & A.	Merchandise	-	-	-	-	-	10,000 00	
D. & Bon	do	-	-	2,000 00	3,000 00	8,000 00	1,000 00	
G. A. & Co.	do	1,008 00	1,500 00	2,000 00	3,000 30	3,000 00	2,000 00	
M. & H.	do	-	-	-	10,000 00	12,000 00	20,000 00	
C.	do	-	-	-	12,000 00	18,000 00	15,000 00	
H.	do	-	-	15,000 00	1,000 00	6,000 00	10,000 00	
S. & A.	do	-	-	-	15,000 00	15,000 00	20,000 00	
Foster & Robb	Ship chandlery	-	-	-	8,000 00	4,500 00	2,000 00	
Huginn & Pierce	do	10,000 00	8,000 00	1,000 00	-	-	-	
		325,203 90	373,667 12	579,174 61	630,980 26	562,106 20	564,348 49	

A—Continued.

RECAPITULATION.

Year 1836,	-	-	-	-	-	\$325,203 00
1837,	-	-	-	-	-	373,667 12
1838,	-	-	-	-	-	579,174 61
1839,	-	-	-	-	-	630,980 26
1840,	-	-	-	-	-	562,106 20
1841,	-	-	-	-	-	564,348 49

3,035,479 68

Names of houses not included above, whose imports are not reduced to money valuation, and rated together at	-	-	-	-	-	4,437,780 00
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7,473,259 68

As follows:

Newberry & Dole	-	-	-	9,945 tons.
Wm. L. Whiting	-	-	-	1,408 tons merchandise.
Bristol & Porter, 35,803 bbls. bulk, and	-	-	-	1,833 tons mdse. and h. h. goods.
Smith & Webster, 7,900 bbls. bulk, and	-	-	-	1,750 tons merchandise.
Kenzie & Underwood	-	-	-	6,000 tons merchandise.
New York and Michigan Lumber Co.	-	-	-	3,000,000 feet lumber.

SCHEDULE B.

List of articles exported for the respective years herein named, with the valuation, when known, computed for each year, together with the exporters' names, and whole amount, when known, computed by weight or measure of the articles.

Names.	Articles.	1836.	1837.	1838.	1839.	1840.	1841.	Amount by weight or measure.
W. W. Saltonstall	- Wheat - -	-	-	-	-	-	\$6,165 00	7,326 bushels.
Walker & Co.	- Hides - -	\$1,000	\$10,000	\$15,000	\$12,000	-	-	-
C. Walker & Co.	- Hides and wheat -	-	-	-	-	\$185,000 00	29,536 00	12,200 bushels wheat last year.
W. L. Whiting	- Wheat - -	-	-	-	-	-	75,362 00	94,548 do
H. Norton & Co.	- Wheat and pork -	-	-	-	-	-	24,432 00	24,038 bushels wheat last year, and 170 bbls. of pork.
Giles, Williams, & Co.	- Wheat - -	-	-	-	6,000	3,500 00	30,000 00	43,695 bushels.
Do	- Corn and flour -	-	-	-	780	350 00	241 00	1,781 bbls. corn and 553 bbls. flour.
Do	- Pork, beef, tallow, and hams.	-	-	-	-	1,430 08	3,395 62	141 bbls. pork, 401 bbls. beef, 2,718 hams.
Do	- Grass and beans -	-	-	-	-	-	96 37	33 bushels grass seed, 39 bushels beans.
Church & Sheldon	- White beans -	-	-	-	-	50 00	112 50	162½ bbls.
Harmon & Loomis	- Lead - -	-	-	-	-	-	640 00	8 tons.
L. Lynd & Co.	- Flour, salt, and pork -	-	-	-	-	180 00	240 00	70 bbls.
C. M. Donnell	- Merchandise -	-	-	-	1,000	1,000 00	1,500 00	-
B. W. Raymond	- Pork, wheat, beans, flour and wool.	-	-	-	-	3,000 00	6,000 00	-
Hiram Norton	- Butter - -	-	-	-	-	-	700 00	-
S. B. Collins	- Lead - -	-	-	-	-	150 00	-	-
George W. Merrill	- Wheat - -	-	-	-	-	-	9,359 00	12,212 bushels.
John Gage	- Flour - -	-	-	-	2,063	626 00	6,144 75	1,852 bbls.
Crawford & Harvey	- Wheat - -	-	-	-	-	1,552 40	-	18,700 bushels for 1841.
Do	- Beef and pork -	-	-	-	-	-	7,000 00	1,000 bbls.
Dodge & Tucker	- Pork, lard, and hams -	-	-	-	-	-	5,200 00	-
Bristol & Porter	- Wheat - -	-	-	-	-	10,120 00	45,000 00	69,493 bushels, 1841.
John Fimerts	- Hides and furs -	-	-	-	-	2,000 00	-	-
Paine & Norton	- Pork, beef, and lard -	-	-	-	10,000	6,700 00	2,000 00	-
H. Buht	- Furs - -	-	-	-	-	-	3,000 00	-
H. C. Stone	- Wheat - -	-	-	-	-	2,100 00	-	-
Do	- Flour - -	-	-	-	-	-	400 00	-

B—Continued.

Names.	Articles.	1836.	1837.	1838.	1839.	1840.	1841.	Amount by weight or measure.
H. C. Stone	Pork	-	-	-	-	-	\$553 00	
Do	Flax and seed	-	-	-	-	\$71 00	35 00	
Do	Beans	-	-	-	-	100 00	56 00	
Seth T. Otis	Pork, hams, lard, &c.	-	-	-	-	-	500 00	
Gurney & Matteson	Hides and furs	-	-	-	-	9,454 00	1,500 00	
Do	Hides	-	-	-	-	-	16,000 00	
Absolam Funk	Beef and pork	-	\$1,000	\$1,000	\$1,000	1,500 00	1,200 00	
M. & S. & Co.	Do	-	-	-	-	-	1,000 00	
Smith & Webster	Beef, pork, and flour	-	-	-	-	-	72,000 00	42,000 bushels of wheat.
		\$1,000	2,000	16,000	32,843	228,883 00	349,368 24	Total money valuation for 1841 alone.

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Exports which have no money valuation computed to be added to the above.

Names.	Articles.	Quantity of merchandise.
Newberry & Dole	Pork, beef, flour, and whiskey	6,027 bbls.
Wm. S. Whiting	Do do	566 tons.
Newberry & Dole	Wheat	50,136 bushels.
Do	Hides	3,235 hides.
Do	Packs of fur	704 packs.
Do	Lead and shot	40 tons.
Smith & Webster	Beef, pork, and flour	3,450 bbls.
Bristol & Porter	Beef, pork, lard, and flour	17,067 bbls.
Do	Merchandise reshipped	244 tons.
Do	Hides	6,223 hides.
Do	Packs of fur	421 packs.

Which merchandise may be computed worth as follows :

6,027 bbls., averaging \$10 per bbl.	\$60,270
566 tons, averaging	33,360
50,136 bushels of wheat, at \$1	50,136
3,235 hides, at an average of \$3 per hundred	9,705
704 packs of fur, at \$10 per pack	7,000
40 tons of lead and shot, worth \$20 per ton	800
3,450 bbls. beef, pork, and flour, at \$6 per bbl.	20,700
17,067 bbls. beef, pork, lard, and flour, at \$6 per bbl.	102,402
244 tons merchandise reshipped, worth	14,000
6,223 hides, at \$3 per hide, average	18,669
421 packs of fur, at \$10 per pack	4,210
	<u>321,252</u>

RECAPITULATION FOR ALL THE YEARS.

1836	\$1,000
1837	11,000
1838	16,000
1839	32,843
1840	228,883
1841	349,368
	<u>639,094</u>
To which add the amount of articles not computed by money, but by bulk or weight, at their average valuation	321,252
	<u>960,346</u>

N. B. Only the amount first mentioned is spoken of in our memorial to Congress, to wit, \$639,094. Not being able to apportion it among the different years, we have set it down to the whole six years.

SCHEDULE C.

List of firms who have discontinued business since 1836, to which no reference could be had.

Names.	Business.	Year.
Walker & Brothers	Dry goods and groceries	1837
Walter Kimball	Do	do
Kimball & Porter	Do	do
Jones, King, & Co.	Hardware	do
King, Walker, & Co.	Do	1838
Peter Pruyini & Co.	Drugs, medicines, &c.	do
Joel Walker	Dry goods	1837
Wild, Malony, & Co.	Do	do
Alfred Farly	Do	do
J. W. C. Coffin	Do	1838
Beanbier & Boyce	Do	1837
T. R. Martin	Do	1836
M. McFarlan	Do	do
Wm. Hatch	Do	do
McClure & Co.	Crockery	do
Munroe & Dunning	Dry goods, &c.	1837
Mr. Howard	Do	1836
Mr. Bates	Do	do
Mr. Hogan	Do	do
Guild & Durand	Do	1837
Jenkins & Reynolds	Do	do
Vibbard & Tripp	Do	1838
Kenzee, Davis, & Hide	Hardware	1837
Chamber & Benedict	Dry Goods, &c.	1836
Chancy Clark	Do	do
Mr. Freei	Do	do
Jno. L. Smith	Do	1837
Rufus Masten & Co.	Do	do
Mr. Luce	Do	do
J. B. Beaubien	Do	do
Rogers & Marcoc	Do	do
Jno. L. Wilson	Do	do
Tho. Duncan	Clothing	1838
Fayke & Wright	Groceries, &c.	1837
Montgomery & Patterson	Auctioneers	do
J. & J. Handy	Dry goods	1837
Henry King & Co.	Dry goods, &c.	do
Walbridge & Jordan	Groceries	do
J. Rayner	Dry goods and groceries	1838
L. Hunt	Hats and furs	1837
Cheng & Johnston	Groceries	do
Mr. Brackett	Do	do
Judge Smith	Dry goods	1838
Wheeler & Peck	Groceries	do

SCHEDULE C—Continued.

Names.	Business.	Year.
Mark Beaubien - -	Dry goods - - -	1837
Noble & Rider - -	Groceries - - -	1838
Hall & Monroe - -	Do - - -	1837
Parker & Gray - -	Dry goods - - -	1838
A. D. Higgins.		
Heran Pearsons.		
J. L. Philips - - -	Wholesale dry goods.	
Mr. Hatch - - -	Hardware - - -	1839
Mr. Woodworth - -	Dry goods.	
Messrs. Caruthers & Co. - -	Do - - -	1837
Mr. Berry - - -	Do - - -	1841
James Kinzie & Co. - -	Dry goods, &c.	
Campble, Wallace, & Plumb.		

Whole number of firms discontinued business since 1836, 57.

