

Of the whole number of steamboats, respecting which returns have been received, 351 are in use on the waters of the Atlantic and Gulf of Mexico, 64 on the Great Northwestern lakes, and **285** on the waters of the Mississippi valley, viz.-

	High Pressure.	Low Pressure.	Not known.
Atlantic and Gulf of Mexico	92	222	37
Northwestern lakes	39	31	1
Mississippi valley:	284	1	
Total	<u>408</u>	<u>254</u>	<u>38</u>

TONNAGE, as far as returned.

	High Pressure.	Low Pressure.	Total.
Atlantic and Gulf of Mexico	10,477	55,469	65,946
Northwestern lakes	7,986	9,301	17,332
Mississippi valley	43,440		35,084
Tons	<u>61,903</u>	<u>64,770</u>	<u>126,673</u>

No returns were made of the tonnage of 45 boats on the waters of the Atlantic, nor of the tonnage of 9 boats on the Mississippi and Ohio. The character of the engine of one small boat on the Northwestern lakes is not mentioned in the returns ; this would require an addition to the tonnage of the 54 ascertained boats, estimated at **200** tons each, of **10,800**

Making a probable aggregate, in all the ascertained boats, equal to Tons, **137,473**

HORSE POWER, so far as returned.

	High Pressure.	Low Pressure.	Total.
Atlantic and Gulf of Mexico	2,927	10,391	13,318
Northwestern lakes	2,910	2,947	5,857
Mississippi valley	15,934		15,934
Total	<u>21,771</u>	<u>13,338</u>	<u>35,109</u>

Estimated for the 213 boats, **hereafter** explained, in which the horse-power was not returned, at **70** for each boat, (and which is not **far** from the average,) in the United States **14,910**

Making an aggregate of horse-power, in the 700 boats returned, equal to 50,019

Add, for 100 boats **considered** not to be retimed, **but whose** horse-power is estimated at 70 each **7,000**

Ascertained and estimated total of horse-power in boats . . . **57,019**

No returns of the power of the engines in 139 boats on the waters of the Atlantic and Gulf of Mexico, of one on the Western lakes, and of 73 in the valley of the Mississippi.

No returns have been given, in several cases, of the power of locomotives and stationary engines. In the latter cases, they have been estimated on the data of about **20** horse-power to each engine on an average; and in boats, at **70 horse-**power for each.

The tonnage of boats has, when not returned accurately, been estimated on an average at 200 tons.

In several instances in the returns, the boats and locomotives are included twice by different collectors. But wherever this has been detected, (and it is believed to have been so in most cases,) proper allowance and correction have taken place.

We must repeat, however, that for warlike purposes, either **for** arming, or in aid of armed vessels, for attack or **defence**, but a small portion of the American steamers are available. They are not designed to encounter ocean **weather**, their engines are principally of high pressure, placed on deck, with beams above, and they are intended to ply on land-locked rivers, being of light draught of water, slender **scantling**, and very differently constructed from our own, which, coasting around our shores, or crossing the channel, encounter the roughest weather. There is another important matter connected with the advance of steam navigation, which acts in favour of this country, whilst it deteriorates from the condition of America. Before the introduction of steam, many thousands of sailing sloops and schooners were employed in their coasting and river navigation, not less than 2000 were said to be plying on the Hudson alone, and being manned by two or three men and boys, this was considered an excellent and extensive nursery for seamen. The adoption of steam-vessels, and the introduction of railroads, has totally annihilated this, for the persons employed in the boats on their extensive rivers, have no pretensions to seamanship, and would probably be sea-sick at sea. With us it is quite the reverse, our steam-vessels employ many of our best seamen, and those reared as apprentices on board of them, become the most valuable of our mariners ; expert at the helm and lead, and from their constantly traversing over the ground at all times, and in ail weathers, excellent pilots for the navigation around our coast.

In placing these statistical documents before the reader, our purpose has been to put him in possession of the facts attested by the best official statements we could procure, so that there might be no cavil or mistake about the matter, for he can now draw his own conclusion as to the pretensions and resources of those states which assume to rival us in naval power.

In **our** next, we shall review the condition of the **respective navies**, and enter on an investigation of the facilities **which** each nation **possesses for maintaining or** augmenting its fleets in the event of war,

THE FRENCH COLONIES.—ART. II.

MARTINIQUE.

[IN the preceding number we gave a general view of the government of the French colonies at home and abroad, and we now proceed to examine each of the colonies of our neighbour, according to their own statements, as mentioned in the preliminary article.]

The Island of Martinique is situated at the entrance of the Gulf of Mexico, in the eastern part of the archipelago of the Lesser Antilles, within the parallels of 14. 24. to 14. 52. north, and the meridian 61. 2. to 61. 26. west? It was discovered by the Spaniards in 1493, who, did not make any settlement on the island.

About the middle of the year 1635, M. D'Enambuc, the French governor of St. Christopher's, chose 100 men from the latter colony, strong, well accustomed to the climate, and provided with every thing necessary for building houses. He landed with them on the western shores of Martinique, about half a league from the spot where shortly afterwards the village of St. Pierre was built, and took possession of the island in the name of "the Company of the American Isles," who, on the 31st of October, 1626, had obtained from government—the possession and exclusive commerce, for twenty years, of all the islands of the New World that they chose to occupy.

The Caribs, who then peopled the island, were not at first opposed to the establishment of the French in Martinique ; but war soon commenced, and it was only in 1658, after having killed or expelled the greater part of the aborigines, that the new colonists were suffered to treat for peace. In 1664, all the aborigines of the island were destroyed.

The "Company of the American Isles," not having derived the advantages they expected from the exercise of their privileges, were obliged to sell these islands. M. Duparquet, who had been nominated, in 1637, governor and seneschal of Martinique, bought Martinique with St. Lucia, Grenada, and Grenadines, for the sum of 60,000 livres, and became the absolute proprietor of them, without even acknowledging the authority of the French king.

In 1664, Martinique was sold for the benefit of the minor branches of the family of M. Duparquet. The metropolitan government bought

* The longitude is that of the meridian of Paris : the coins, measures, &c. are all French.

it for 120,000 livres, and ceded its rights to the West Indian Company, which was created by an edict. in the month of May of the same year, and obtained for forty years the exclusive right of commerce and navigation in the American seas. This company did not succeed better than the "*Compagnie des Isles de l'Amerique*. The measures which its directors adopted, excited the discontent of the colonists of Martinique. Disturbances took place in the island, and were with difficulty suppressed. It even appeared that the inhabitants thought of shaking off the yoke which oppressed them, when, at the end of 1674, the metropolitan government, more enlightened as to the true interests of commerce, suppressed the company.

In 1675, Martinique was finally brought under the dominion of the French crown, and all Frenchmen, without distinction, were allowed to settle there. The colonists of the island then formed two classes.

The first class, composed of those who had come from France at their own expense, were called [*habitans*] inhabitants; the local government distributed lands to them on fee simple tenures, merely receiving an annual rent on tobacco or cotton, which was shortly afterwards converted into a tax payable in sugar.

The other class was composed of Europeans attracted to the island in search of employment, and who, under the name of *Engagés*, were **compelled** to work for three consecutive years, on the plantations of the colonists who had paid the expense of their passage. At the termination of the engagement, the *Engagés* generally received gratuitous grants of land, about 1000 paces long and 200 broad. All engagements with *Engagés* ceased in 1738.

The importation of blacks from Africa, by means of the slave trade, introduced a new class of cultivators to Martinique, whose servitude replaced that of the white *Engagés*.

The unchristian trade in our fellow-creatures began soon after the French government took possession of the island, and in 1736 the slave population consisted of 72,000 blacks of every age and sex. The colonists of Martinique at first only occupied themselves in the cultivation of tobacco and cotton. Soon afterwards they added that of *roçou* and indigo. The cultivation of the sugar-cane commenced about the year 1650. Ten years subsequent to this period, the culture of the cocoa tree commenced, but it was little attended to until 1684 ; but in 1727, an earthquake having destroyed all the cocoa plants, the cultivation of this shrub has never since been attempted in Martinique. It was replaced by the coffee plant, for which the colonists are indebted to

the kind attention of **Monsieur** Desclieux, who introduced it there in 1723.

The colonists had made but little progress at the end of the seventeenth century ; but after the treaty of Utrecht, concluded the 11 th of **April, 1713**, and which deprived France of Canada, Newfoundland, **l'Acadie**, (now Nova Scotia,) and Hudson's Bay, the anxiety of the French increased for the colonies which she still possessed. The Antilles; more particularly, became the object of her attention. Freed in 1717 from the excessive taxation which had at first been established on its commerce, and owing to its central situation and the security of its ports, Martinique became the chief colony, and the general market of the French Antilles. There the neighbouring islands sold their productions, and bought the merchandise of the mother-country. Europe was acquainted only with Martinique, and for more than a century, **Guadaloupe** and the other French islands in the archipelago of the Antilles,. lived in dependence on Martinique.

In 1736, the amount of the exports of the island in colonial produce, was not estimated at less than **16,000,000** French livres ; at the same period, the ports of France sent out as many as 200 vessels yearly for Martinique ; and the **commercial** operations of the colony with the other Windward, Islands, with the coast of Spanish America, and with the colonies of North America, caused annually a sum' of **18,000,000** livres circulation within the island,

The war of **1744** stopped, this. career of prosperity.. All the capital of the island was directed towards fitting out privateers. The achievements, of the colonists were, without **doubt**, brilliant ; they made **some** very **important** captures, having taken, by their privateers; property from. the enemy to the value of thirty million livres, in 950 ships : but in the end, these rich prizes did not compensate for the real damage that the colony experienced in its agriculture and its commerce.

The seven years of peace which followed the treaty of **Aix-la-Chapelle**, (in 1748,) was not sufficient for the restoration of prosperity; and the debts which had been contracted by reason of a series of calamities, still oppressed the island when the war of 1755 burst forth, The 13th of February, 1762, the English took possession of the island, and retained it for sixteen months.. The treaty of Versailles of July 1763, stipulated for the restoration of it to France ; but it gave to the English **the** island of Dominique, by which means the commerce of Martinique was most seriously injured,

The frequency of the attacks which had been made on Martinique, determined the government to raise some fortifications there, which would give them time to receive succours from France. About 1763, Fort Bourbon was commenced on a hill, 1200 metres from Fort Royal, and did not cost less than 10,000,000 livres. The fifteen years' peace which preceded the war of American independence, permitted agriculture and commerce again to flourish in Martinique. The war itself also restored to the colony a part of the lustre and importance it had lost. The superb bay of Fort Royal became, in 1778, the centre of the maritime operations of the French fleets, and thus Martinique participated in the glory of the French arms, without suffering the calamities of war.

The peace of 1783 gave a new stimulus to its agricultural and commercial prosperity, as will be seen in the commercial chapter, but the revolution of 1789, and the events which followed it, destroyed all the wealth and happiness in Martinique. A decree of the National Assembly had declared men of colour equal to whites : the Convention soon after proclaimed liberty to the blacks. Civil war raged in the colony, commerce was interrupted, agriculture abandoned, and numerous emigrations took place.

At this period the English attacked Martinique on the 3rd of February, 1794, with 15,000 men, and ninety pieces of cannon. After several engagements, General Rochambeau, commander - general of the " Isles du Vent," withdrew with 600 men into Fort Bourbon, and it was not till the 22d of March, after a thirty-two days' siege and bombardment, that he consented to capitulate, the garrison being reduced **one-half** by the fire of the British.

The English kept possession of Martinique for the ensuing eight years. The peace of Amiens led, in 1802, to the restoration of the island to France ; but war shortly burst forth. The English again attacked Martinique with 15,000 men, and a formidable train of artillery. Fort Bourbon held out twenty-seven days against a most severe bombardment, but the garrison were forced to capitulate on the 24th of February, 1809, and Martinique again fell into the power of the English. On the fulfilment of the treaty of Paris, on the 30th of May, 1814, the English left Martinique between the 2d and the 9th of December of the same year, but they retook it in 1815, and occupied it as auxiliaries till the month of April, 1816 ; the treaty of November, 1815, restored Martinique to the French, under whose dominion it has since remained

LIST OF THE GOVERNORS OF MARTINIQUE,

FROM 1648.

	When Appointed.	When Removed.
M. Duparquet . . .	15th February, 1648 . .	3rd January, 1657, (died)
M. de Vaudroques, acting as Governor during the mino- rity of M. Duparquet's son	15th September, 1658 . .	7 th June, 1664
M. de Clodore . . .	15th July, 1664. . . .	7th October, 1666
M. de Labarre . . .	7th October, 1666 . . .	4th February, 1669
M. de Baas ~ . . .	4th February, 1669 . . .	8th November, 1677
Count de Elenac . . .	8th November, 1677. . .	5th February, 1691
Marquess d'Eragny . . .	5th February, 1691 . . .	14th March, 1697
Marquess Damblimont . . .	14th March, 1697 . . .	23rd May, 1701
Count Desnotz . . .	23rd May, 1701 . . .	24th March, 1703
M. de Machault . . .	24th March, 1703 . . .	22nd December, 1710
M. de Phelypeaux . . .	22nd December, 1710. . .	9th January, 1714
M. de Malmaison . . .	9th January, 1714 . . .	7th November, 1714
M. Duquêne . . .	7th November, 1714. . .	7th January, 1717
Marquess of Varenne . . .	7th January, 1717 . . .	11th August, 1718
M. de Fequières . . .	11th August, 1718. . . .	3rd February, 1728
Marquess de Champigny . . .	3rd February, 1728 . . .	10th May, 1745
Marquess de Caylus . . .	10th May, 1745. . . .	9th November, 1750
M. de Bompar . . .	9th November, 1750 . . .	31st May, 1757
Marquess de Beauharnais' . . .	31st May, 1757. . . .	7th February, 1761
M. le Vapor de Latouche . . .	7th February, 1761 . . .	15th February, 1762*
General Monkton . . .	15th February, 1762 . . .	21st May, 1762
General Rufane . . .	21st May, 1762	11 th July, 1763 †
Marquess de Fenelon . . .	1 lth July, 1763. . . .	20th March, 1765
M. le Comte d'Ennery . . .	20th March, 1765 . . .	2nd January, 1771
M. de Chevalier de Valiere . . .	2nd January, 1771 . . .	9th March, 1772
M. le Comte de Nozieres . . .	9th March, 1772 . . .	15th March, 1776
M. le Comte d'Argout . . .	15th March, 1776 . . .	3rd May, 1777
M. le Marquis de Bouillè . . .	5th May, 1777 . . .	2nd September, 1782
M. le Vicomte de Damas . . .	2nd September, 1782 . . .	1st July, 1789
M. le Comte de Vioménil . . .	1st July, 1789 . . .	26th March, 1790
M. le Vicomte de Damas . . .	26th March, 1790 . . .	15th March, 1791
M. de Behaug... . . .	15th March, 1791 . . .	3rd February, 1793
General Rochambeau . . .	3rd February, 1793 . . .	2nd March, 1794‡

* Taken by the English.

† Restored to the French at the treaty of Versailles.

‡ Martinique captured by Admirals Sir C. Grey, and Sir John Jervis.

TOPOGRAPHY.

The island of Martinique forms one of the group of the Windward Islands, in the Caribbean Sea. It lies between 14.23.43. and 14.52.47. north latitude, and between 63. 6. 19. and 63, 31. 34. west longitude from the meridian of Paris ; it is twelve leagues south-east of Dominica, eight leagues north of St. Lucia, and twenty-five leagues south-east of Guadeloupe. The distance from the port of Brest is estimated at 1270 marine leagues, about thirty-two days' voyage. The greatest length of the island is about fifty miles from north-west to south-east, its breadth twenty miles, and its circumference about 140 miles, without including the capes, many of which extend two or three leagues into the sea. Martinique contains an area of 98,782 hectares : one-third of the island is flat, and the remainder mountainous. It is of an irregular form ; and appears like two peninsulas, united by an isthmus, the land gradually rising from the coast towards the centre of the island, where the mountains are situated. Each of its peninsulas have apparently been formed by volcanic eruptions. The peninsula on the north, where the most active fires were situated, has a circumference of twenty-six leagues ; that of the south, which contains the most ancient fires, a circumference of forty-two leagues.

There are six extinct volcanoes at Martinique, viz. Les Pitons du Carbet, La Montagne Pelée, Les Roches Carrées, La Montagne du Vauclin, Le Cratère du Marin, and Le Morne la Plaine. It is to their eruptions that the mountains and other projections of the island owe their origin. The appellation of *mornes* (hills) has been particularly given to hills formed by the streams of lava which the secondary volcanoes have cast around them, and which are now covered with forests. Coleridge describes the island generally as —“ Romantic Martinique, with thy green slopes of arrowy canes—thy woody glens—thy aërial mountains.” The following is the height in metres of the latter above the level of the sea :—Montagne Pelée, 1,350; Piton de Carbet, the most elevated of the five, 1,207 ; Piton de la Souffrière, 700 ; Vauclin, 505 ; Diamant, 478. The south coast presents the aspect of the highest and steepest mountains without wood : irregular modifications of these mountains cross the general chain, and projecting into the sea form bays, called by the French *culs de sac*, which vary in depth from two to three miles,

There are seventy-five rivers in Martinique, which are increased by numerous streams. The principal are—to windward of the island, the Lorrain, which empties itself into the sea by two distinct arms, the Lorrain Masse, Galion, Capote, Falaise, (which empties itself into the Capote,) Macouba, Grand Anse, and the Santa Maria. To leeward—the Salée, Légarde, Jambette, Monsieur, Madame, (which leads to Fort Royal,) Carbet, Fort St. Pierre, (which leads to St. Pierre,) and the De Case Navire. The extent of the course of the rivers of Martinique is seldom more than one league, and never exceeds six or seven leagues. Their declivity is from eleven to twelve centimetres, and their depth from sixty-seven centimetres to one metre, when their waters are not swollen by the winter rains. They take their source towards the summit of the mountains, and when the winter rains have swelled them they descend in torrents from the heights, tearing up and carrying away in their passage trees and large blocks of granite. The only navigable rivers are—the Pilote, Salée, Du Lamentin, Monsieur, and the Madame, which may, indeed, be considered as inlets of the sea. The mountain torrents are used on many estates for working sugar-mills.

There are many sorts of mineral waters at Martinique—two are worthy of note : one takes its rise at the foot of Mount Pelee, the other in the vicinity of Fort Royal. The latter is much used : the waters are warm ; the chemical analysis states it to consist of muriate and carbonate of soda, of silex, and of carbonate of magnesia, with lime and iron. The waters of the different mineral springs are particularly recommended to sick persons attacked with cutaneous and hepatic affections, also to persons who suffer from old wounds or fractures.

The mountains which form the centre of Martinique are, for the most part, begirt with almost impenetrable forests, whose extent is estimated at about a fourth part of the area of the island. Amongst the large and beautiful trees of which they are composed, the most numerous are the gum-trees, the balatas, the fromagers, the wild fig, and the courbarils. The forests of Carbet, which are at least six leagues in length, are particularly noted for containing most beautiful trees. The elevation of these forests above the level of the sea varies from 400 to 600 metres.

The soil of Martinique, formed by volcanic eruptions, is not every where of the same nature. In the neighbourhood of Mount Pelee, Du Morne Rouge, and De la Calebasse, and in the districts of Macouba and of Basse Pointe, it is composed of pumice stones, which, reduced into particles, and mixed with vegetable manure, forms a light vege-

tating soil, but very fertile. The soil of Precheur, of St. Pierre, and of Carbet, is nearly of the same nature. The lands of Trinity and of the meridional part of the island, are rich, strong, and clayey. On the borders of the river Segard a slime is periodically deposited, which much enriches the surrounding country. In the north-west part, on the contrary, the soil is dry and stony. In the ravines, which are well watered by streams from the mountains, there are patches of good soil and excellent pasture.

No mines have been discovered in the island. A ferruginous sand is found on the shores near Mount Pelée. Quarries of free-stone are rare, and blocks of lava are generally used for buildings.

The limits of cultivation extend from the shore to a height of 400 metres. The coffee plantations are formed chequerwise, and generally occupy the crest of the hills, and the declivity of their turnings ; the cotton plantations are situated on the edge of the grounds which are unfit for richer productions ; and fields of sugar-canes cover the alluvial plains, and the sides of the lowest declivities, and the depths of the valleys. In 1835 the soil of Martinique was thus divided :-Cultivated, 38,320 hectares ; savannas, 21,772 ; woods and forests, 23,387 ; uncultivated land, 15,303.—Total, 98,782 hectares. The cultivated land thus forming nearly two-fifths of the whole extent of the colony.

The shores of Martinique are bordered in many places by perpendicular escarpments, particularly around the northern part, and towards the western peninsula. In the eastern part, situated to windward of the island, the sea-borders are generally difficult of access, on account of the immense banks of rocks, which obstruct, for the most part, the creeks and ports which exist there ; nevertheless, the harbours of Robert, of François, and Vauclin, offer a secure asylum to small vessels, and the port of Trinity is accessible to vessels of very large tonnage. To the south is the bay of Marin and several little creeks, where vessels are in safety when the wind does not blow from the westward. The roadstead of St. Pierre and the bay of Fort Royal are situated on the western side ; the first is only frequented by ships of commerce during a part of the year. Fort Royal is the finest harbour of the Antilles, and numerous fleets can at all times anchor there in perfect safety.

[To be continued.]