
Thomas E. Redard
Louisiana State University and Agricultural & Mechanical College

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THE PORT OF NEW ORLEANS:
AN ECONOMIC HISTORY,
1821-1860

VOLUME I

A Dissertation
Submitted to the Graduate Faculty of the
Louisiana State University and
Agricultural and Mechanical College
in partial fulfillment of the
requirements for the degree of
Doctor of Philosophy

in
The Department of History

by

Thomas E. Redard
B.A., University of Illinois, 1974
M.A., University of Texas at Austin, 1976
December 1985
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ABSTRACT

As the leading port for the export of the production of the Ohio and Mississippi river valleys in the antebellum years, the port of New Orleans occupied a pivotal position in the domestic and foreign trade of the United States. The influence of that trade on United States economic growth has been a major theme in economic history. This study is based on an analysis of coastal and foreign trade statistics from a random sample of vessel manifests for the years 1821, 1826, 1837, 1846, 1855, and 1860, years that were representative of distinct trend periods in U. S. economic development. In each of these years the trade of New Orleans in general conformed to the pattern described by the cotton-staple or export-based interpretation, as opposed to the eastern-demand model, of U. S. economic development.

Foreign commerce was more important to the economy of the New Orleans region than domestic commerce. Cotton accounted for a larger share of exports overseas than any other commodity, finding its largest market in the British Isles. Coffee from the Caribbean and Brazil accounted for the largest share of foreign imports.

Among the four regional markets in the coastal trade — the Gulf South, South Atlantic, Middle Atlantic, and New England — the value of trade with the Middle Atlantic exceeded the value of trade with any other coastal region. In 1821, sugar accounted for the highest proportion of coastal exports. In 1826, pork was the leading coastal export. After 1826, cotton became the dominant coastal export and New England its largest market. New England and the Middle Atlantic supplied New Orleans with most of its manufactured imports. This
pattern of coastal and overseas commerce indicates that economic
growth within an integrated national market, served by foreign and
interregional trade, was more characteristic of United States economic
development in the antebellum years than trade within local or
regional markets.
This study presents an analysis of the economic development of the New Orleans region in the period, 1821-1860, with emphasis on the commerce of the port of New Orleans. The New Orleans region is defined here as encompassing most of the vast area drained by the Mississippi River and its tributaries. Within that drainage basin, two hinterlands -- one in the South and one in the West -- supplied the port with their agricultural and manufactured commodities. The western hinterland in 1821 included counties in the Monongahela and Allegheny river valleys of western Pennsylvania and the states of Ohio, Indiana, Illinois, and, later in the period, Iowa. The southern hinterland in 1821 included Tennessee, Kentucky, Missouri, Mississippi, and the Tennessee River valley of northern Alabama, and Louisiana outside of Orleans parish. By 1860, Arkansas and much of the Red River valley of northern Texas had become a part of the southern hinterland. Production of such agricultural staples as corn, wheat, and rye overlapped within the New Orleans region. In similar fashion, the same manufacturing industries contributed to economic growth within each hinterland, though the relative importance of the different manufacturing sectors varied between and within the hinterlands. The division of the New Orleans region into western and southern hinterlands is based on two considerations: a system of slave labor in the South and one of free labor in the West, and production of cotton for a commercial market in the South and absence of significant cotton production in the West.

Three aspects of the commerce of the port are analyzed: the
river trade, coastwise and overseas trade, and the finance and
marketing of the cotton crop. The analysis is based on a tabulation
of commodities drawn from a thirty-percent random sample of vessel
manifests for the years 1821, 1826, 1837, 1846, 1855, and 1860.¹
These years, as opposed to others, were selected because they were
representative of distinct trend periods in the course of economic
development in the United States. The objective of such analysis is
to enhance our understanding of the issue of whether U. S. economic
development occurred within local and regional markets, as indicated
by the eastern-demand model, or within an integrated national economy
served by substantial trade among regions and with major markets over­
seas, proposed by the cotton-staple or export-based theory of growth.
More narrowly put, the role of New Orleans as the entrepot for much
of the produce of the West and as the leading port for the export of
southern staples affords an opportunity to test whether economic de­
velopment in the New Orleans region occurred along lines described by
the eastern-demand or cotton-staple explanations of economic develop­
ment.

The literature pertaining to those explanations and the issue of
southern food self-sufficiency is reviewed in Chapter I. The chapter
concludes by placing each of the six years, for which trade statistics
are analyzed, in the context of economic trend periods. Chapter II
describes the geographical setting of New Orleans, the agricultural

¹The number of manifests distributed by year is as follows: (1821)
564, (1826) 631, (1837) 1123, (1846) 1639, (1855) 1098, (1860)
1165.
characteristics of the hinterlands, and river trade in the 1820s.
Chapter III presents an analysis of the domestic and foreign trade of
the port in 1821 and 1826, as it bears on the cotton-staple explana-
tion of economic development. Chapter IV is concerned with the im-
pact of the Panic of 1837 on the New Orleans economy. Chapters V and
VI analyze domestic and foreign trade, as it relates to the cotton-
staple theory, for the years 1837, 1846, 1855, and 1860. Chapter VII
takes up the issue of the diversion of the New Orleans river trade
by canals and railroads and recapitulates the domestic and foreign
trade patterns in comparison to the patterns described by the cotton-
staple theory for each of the six years.
CHAPTER I
THE PROBLEM AND ITS SETTING

Trade, both domestic and international, and its relationship to United States economic growth in the antebellum years have been a subject of continuing interest among economic historians. Their interpretations, though varying in detail, can be grouped around three themes: the cotton-staple or export-based theory of economic development, the eastern-demand model of economic growth, and regional self-sufficiency in foodstuffs. The cotton-staple theory maintains that overseas commerce and interregional trade among three distinct regions of the nation -- the West, South, and North or East -- exerted the most significant influence on economic growth in the 1815-60 period. The term "cotton-staple" reflects the preponderance of cotton among exports prior to the Civil War. The eastern-demand model, a more recent and opposing view, suggests that the dynamics of economic development are best explained by interaction between cities and their hinterlands. Related to the aforementioned themes, is the question of regional self-sufficiency in foodstuffs. Students of this topic have concerned themselves with areal variations in production and consumption of foodstuffs and have attempted to measure the share of foodstuffs in trade among the three regions delineated in the cotton-staple theory.

Cotton-staple Theory

Guy S. Callender and Louis B. Schmidt were two of the pioneer proponents of the cotton-staple theory of growth as applied to the
United States experience. ¹ Callender divided the economy into three regions — the West, South, and East. In his view the critical influences stimulating growth in each region were the introduction of the steamboat and the extension of cotton culture into the Southwest. Those influences gave the western states their first important market and opened new opportunities to the eastern merchant, banker, and ship owner. He emphasized that the most significant change brought about by the opening of the West was the re-direction of investment capital. Prior to 1815, he argued, investment of eastern capital in canals, turnpikes, and other internal improvements, or in loans to settlers was almost entirely neglected. Capital had been confined for the most part to mercantile transactions, banks, insurance, shipping and, to a lesser extent, manufactures. As trade among the three regions increased in response to the steamboat and the expansion of cotton culture, eastern investors began to pour funds into internal improvements. This re-direction of investment capital marked the beginning of what Callender considered the capitalist era in American industry.

Louis B. Schmidt followed Callender in stressing the impact of interregional trade on economic development in a study of the internal grain trade in the 1850s. ² He described such trade as resting upon a territorial division of labor among the South, East, and West, each of


²Schmidt, "The Internal Grain Trade of the United States, 1850-1860."
which in turn depended upon foreign commerce. The South specialized in the production of a few staples, turning out a surplus for export and depending on the other two sections for much of its agricultural produce and all of its manufactures. The Northwest devoted itself chiefly to agriculture, depending at first entirely on the South for its markets, but acquiring after 1840 markets in the Northeast and in Europe. New England and the Middle States were devoted principally to commerce and manufactures, which they supplied to the Northwest and South.

Schmidt identified three flows of commerce resulting from the specialization of labor. The trade on western rivers consisted principally of agricultural produce sent down river to planters with little produce except molasses and sugar sent upriver in return. A second trade flow encompassed the coastwise shipments of manufactures from northern to southern ports and return cargoes of southern staples to supply the northeastern states or for export. The third flow was that linking the East and West. The East sent to the West imported and domestic manufactures and the West paid for these with the proceeds of sales of its produce to the South, much the way that New England and the Middle Colonies in the eighteenth century had paid for theirs by sales of produce to the West Indies.

After 1850, according to Schmidt, the quantity of western produce sent east to tidewater from the lake region began to exceed that which went down the Mississippi and up the coast. He attributed the diversion of western products from the South to the East to the extension
of railroads and improved water transportation into the West. These developments in transportation, he argued, were significant in bringing the three great sections of the country into a closer and more interdependent economic relationship and diminishing the dependence of the United States on Europe.

The triangular pattern of trade between the Northeast, specializing in manufacturing, a South devoted to plantation staples, and a West populated by small farmers was substantiated by Louis C. Hunter in *Steamboats on the Western Rivers* (Cambridge: Harvard University Press, 1949). He emphasized the Appalachian barrier as the key influence in forcing produce to reach eastern markets via the Mississippi River and sea route from New Orleans. By 1860, he concluded that railroad construction and roadbuilding had eliminated the Appalachians as a barrier to direct east-west trade and provided alternative transportation to that afforded by the river system.

The cotton-staple theory was given further support with the work of George Rogers Taylor, *The Transportation Revolution, 1815-1860* (New York: Rinehart & Co., 1951). His description of the commerce of the nation as moving in an "irregular circle more than three thousand miles in circumference" from the Ohio Valley reiterated similar descriptions set forth by Callender, Schmidt, and Hunter. The West shipped flour, butter, and pork products from western Pennsylvania, Ohio, and Indiana; tobacco and hemp from Kentucky; cotton from Tennessee and lead from Missouri, Illinois, and Wisconsin southward to New Orleans on the

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river arc of the circle. Nearly all of the river trade moved southward. The second and longest arc of the circle extended along the coast from New Orleans to the East Coast ports, Europe, and the Caribbean. In Taylor's estimation, the largest portion of products transported down-river was shipped coastwise to New York, Boston, Philadelphia, and other eastern markets. He described this route as being the most efficient of the three because costs were lower, and trade could move relatively unobstructed into or out of New Orleans. The third arc of the circle traversed the Appalachian Highlands from Philadelphia and Baltimore. Over this arc the West received in exchange for its cargo sent downriver textiles, hats, shoes, hardware, china, books, and tea. As on the river, the movement of freight was usually one way, from east to west, because the bulky produce of the West could not bear the cost of transport eastward across the mountains.

The most influential proponent of the cotton-staple theory has been Douglass C. North. His analysis of economic development in the United States in the period 1815-60, supported his thesis that the timing and pace of development in market economies in general have been determined by the success of their export sectors, the characteristics of the export industries, and the disposition of income received from exports. In North's view the disposition of income earned from exports exercises the most important influence on the growth of a region. He has argued that to the extent that a region's income directly flows out in the purchase of goods and services, it induces growth elsewhere.

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but does not boost growth within the exporting region itself. He defined a successful economy as one which grows because the initial developments from the export sector lead to a widening of the export base and enlargement of the domestic market for goods and services. Growing demand in the domestic market in turn leads to an ever widening variety of residentiary industries. North described an unsuccessful economy as one in which income from expansion of an export industry leads to an increase in supply of that commodity but not to a broadening of the export base nor growth in the size of the domestic market. Income flows out of the region resulting in little more than expansion of the export industry.

North's thesis as applied to the United States experience was that the growth of the cotton textile industry and demand for cotton were decisive influences on economic growth from 1815 to 1839. He argued: "the vicissitudes of the cotton trade -- the speculative expansion of 1818, the radical decline in prices in the 1820s, and the boom in the 1830s -- were the most important influence upon the varying rates of growth of the economy during the period."\(^5\) North considered cotton an active rather than passive source of economic change. He viewed it as an independent variable or "carrier" industry initiating change and expansion of subsequent economic activity. He surmised that direct income from the cotton trade was probably no more than six percent of any estimate of net national income but maintained that the income from cotton exports set in motion a process of accelerated expansion which culminated in 1839.

\(^5\)Ibid., p. 67.
In North's view the cotton trade continued to have an important influence upon the economy until 1860, but its role declined in relative importance following 1839. He discussed three additional sources of expansion beginning in the 1850s: the development of transport facilities connecting the East and the West more efficiently, an expanding market for western staples in the rapidly urbanizing East and sporadically in Europe, and the discovery of gold in California. He described the Far West as a major market for the goods and services of the Northeast and its one export, gold, as playing a vital role in the whole expansion of the 1850s.

In discussing economic characteristics of the Northeast, South, and West, North, like Callender and Schmidt, considered the South to be the primary market for western foodstuffs from 1815 to the mid-forties. Supplemental markets were the East, West Indies, and South America. He emphasized the extension of cotton culture in the Southwest as the major determinant of expanding demand for corn, hogs, bacon, pork, wheat, flour, and other western commodities. The South, noted North, remained a market for the West throughout the period 1815-60, but was displaced by the East during the surge of expansion from 1843 to 1861. He credited developments in transportation with having made possible the reorientation of internal trade. But, he asserted, the growing demand, per se, for western agricultural products and southern cotton after 1843 stemmed from rapid industrialization of the Northeast and sporadic demand from abroad as a result of the Irish famine and the Crimean War. In North's opinion, the most notable characteristic of the South was that income received from the export of cotton and other southern staples flowed directly out of the
regional economy to purchase goods and services. North depicted the South as a region which provided neither the services to market its own exports nor consumer goods and services to supply its own needs and had a very high propensity to import. The Northeast provided not only the services to finance, transport, insure, and market the South's cotton, but also supplied the South with manufactured goods either from its own industries or imported such goods and re-exported them to the South. In North's analysis, the major markets for the Northeast were the South and West. All three markets, he emphasized, depended on income from the cotton trade.

The cotton trade's impact on economic development within the South during the antebellum period has been given more recent attention by Gavin Wright. He confirmed North's contention that the trade acted as the leading influence on southern antebellum economic development. In Wright's view "the profitability and apparent efficiency of slave labor, the high regional growth rates, and the sanguinity of slave-owners all rested on an inherently impermanent foundation: the extraordinary growth of world demand for cotton between 1820 and 1860." Because demand for cotton following the end of the Civil War declined, Wright speculated that slavery could not have continued, and the growth of income in the South would have slowed.

The impact of exports on regional and national income has also been considered by Charles M. Tiebout and Irving B. Kravis. They reached conclusions that diverged from the findings of North and Wright.

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Tiebout argued that there was no reason to assume that exports are the most autonomous variable determining regional income. He suggested that other variables such as business investment, government expenditures, and volume of residential construction may influence regional income as much as exports. Because of such residential activity, Tiebout implied that a decline in the export sector may be accompanied by a rising regional income.

The skepticism expressed by Tiebout about the impact of exports on income was reduced by Irving B. Kravis in his study of the relationship between national income and foreign exports. Kravis compared the distribution of foreign exports and imports and commodity output among four categories: raw materials, crude foods, manufactured goods, and semi-manufactured goods for ten-year periods beginning with 1820-29. He found that foreign exports were originally concentrated in the primary producing sector, and that this sector was growing more slowly than the manufacturing sector. Within the primary sector Kravis estimated that foreign exports constituted no more than twelve to thirteen percent of the value added and less in the manufacturing sector. His correlation analysis rejected the hypothesis that if exports were the driving force behind economic growth, then there should be a significant causal relationship between changes in exports and subsequent changes in national income. He concluded, therefore, that exports did

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not induce the huge increase in real gross product during the nineteenth century.

Exports and their relationship to income at the regional level were contemplated by Richard A. Easterlin and Lawrence Herbst. Easterlin in his review of North's work questioned whether southern demand for foodstuffs stimulated westward expansion.\(^9\) Easterlin noted that the major food-deficit area was the East, not the South. He based his conclusion on per-capita estimates of food output in the East, South, and West as a percentage of the national per-capita figure. He agreed with Taylor that the industrial East acted as the most important market for western agricultural products.

The North-South trade axis of the cotton-staple theory came under the scrutiny of Lawrence Herbst, who estimated the dollar value of interregional commodity flows in terms of 1839 Philadelphia prices, from ten northern port groups to twelve southern port groups for the years 1824, 1831, and 1839.\(^10\) He offered two reasons for focusing on the North-South axis of trade. First, the North-to-West axis was not large and unlikely to be very dependent upon southern demand for western products. Second, he suggested that the North-South axis was the only link in North's model that could possibly be large enough to support his assertions concerning economic growth in general and the influence of cotton exports on industrialization in the North. He

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found that southerners purchased substantial quantities of commodities from the North, and that growing interchange between the North and the South demonstrated an interdependence among regions in the antebellum economy. He concluded, however, that southern imports of northern output from cotton income alone accounted for too small a share of the North's gross domestic product to have multiplier-accelerator effects in the North. He bolstered his conclusion by pointing out that the rapid expansion of cotton exports coincided with retardation of growth in national income and manufacturing output. He asserted, therefore, that interregional trade from the North to the South directly attributable to cotton income in the South was not significant enough to be considered as the leading cause of economic growth.

Eastern-demand Model

Herbst's finding that income from domestic trade was insufficient to stimulate economic growth in the North was implied in the eastern-demand model created by Diane Lindstrom to explain economic development in the Philadelphia region. She found that production and consumption within Philadelphia and a forty-five county periphery generated growth within the region before the late 1830s. A weak foreign market for goods and services and an improved transportation network facilitated commerce and specialization of production within agricultural, extractive, and manufacturing sectors. Beginning in the 1840s, Lindstrom found that intraregional specialization yielded to specialization for the eastern and to a lesser extent foreign markets. By 1850, demand and consumption within the East, its superior commercial

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and financial services, and growing demand in the West and South had created an effective national market that consumed a greater amount of goods and services produced in the Philadelphia region than was consumed within the Philadelphia region itself.

Regional Food Self-Sufficiency

Related to the issue of commodity flows and economic growth is the question of regional food self-sufficiency. Students of this subject have focused their attention on the West-South trade link in order to test the cotton-staple theory's assertion that the South served as a major market for western foodstuffs. They have generally concluded that food production in the South satisfied consumption requirements within the region, and that the South did not depend upon imported foodstuffs from the West.

This consensus concerning southern food self-sufficiency was not, however, reflected in Paul Gates' *The Farmer's Age: Agriculture, 1815-1860* (New York: Holt, Rinehart, and Winston, 1960). Instead, Gates confirmed the cotton-staple theory's contention that there was a significant flow of foodstuffs from the West to the South. He argued that trade in pork, lard, flour, and other products of the Mississippi Valley was vital to both the states of the Northwest and the lower South. He described three benefits of the trade to the economies of both sections. It provided farmers and merchants in the Northwest with exchange that they used to repay creditors and purchase eastern goods such as hardware and glassware. It supplied the South with foodstuffs required by that section as long as it continued to concentrate on the production of such staples as cotton, sugar, and rice. In
addition, the commerce of the Mississippi increased the amount of capital invested in New Orleans commercial businesses.

Gates depicted the South as a deficit-food area in need of sizable quantities of wheat, flour, pork, and lard from the West "which encouraged and made possible the rapid settlement of the upper Mississippi Valley. As the cotton economy flourished in the South, he noted, "so the corn, wheat, and pork economy flourished in Ohio, Indiana, and Illinois. For a time one section was dependent for its market on the other." By 1860, rapidly growing industrial cities began to usurp the South as a market for the products of the West. Increasing quantities of western grain, flour, and pork were transported directly to the East over thousands of miles of railroad lines linking the area from Cleveland to the Kansas border with eastern markets.  

Albert Fishlow dissented from the view that the West and South were extensively interdependent. He argued that trade between the two regions was of limited importance. The South, he pointed out, was neither a major market for western produce nor in desperate need of imported foodstuffs. He concluded that interregional exchange between the East and West played a more important role in United States' economic development than commerce between the West and the South. In

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13 Ibid., p. 178.

support of his thesis he maintained that as early as the 1820s, receipts of cotton, tobacco, sugar, and molasses at New Orleans accounted for more than half the value of total imports from the interior, and that by the 1850s, southern commodities made up some three-fourths of the total. He cited the ratio of imports of corn and wheat to production in the southern states to bolster the claim that the South was self-sufficient in food.

Robert Fogel took issue with Fishlow for assuming that virtually all trade from the West to the South took place through New Orleans. Fogel suggested that during the 1850s a sizable share of western products was shipped to the South via the North Atlantic port cities of New York, Philadelphia, and Baltimore. He criticized Fishlow's reliance upon declining receipts of western foodstuffs at New Orleans as indicative of a growing southern self-reliance in foodstuffs. Instead, Fogel maintained, those declining receipts obscured the significance of rail and water routes as carriers of foodstuffs to the eastern gulf states and the emergence of the Southwest as a supplier of the South's deficits.

The debate concerning southern food self-sufficiency in pork, beef, corn, wheat, and other foods was joined by Sam B. Hilliard.

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Hilliard found that only South Carolina and Louisiana were consistently unable to produce enough pork to meet minimum consumption needs. The remainder of the South was self-sufficient with respect to pork, though there was a striking areal variation among counties ranging from those producing huge hog surpluses to those depending upon imported meat almost exclusively.

The southern supply of beef was locally produced and adequate to supply the needs within the region, according to Hilliard. The deficit areas included counties along the coastal fringe and Mississippi River, the Alabama black belt, the Tennessee River of Alabama, and the piedmont of Georgia. He suggested two reasons for cattle production being an almost exclusively home-oriented function seldom producing a sizable surplus for market. Cotton and other cash crops competed with the cattle industry for available land and capital. More important was the absence of a well developed commercial livestock market.

Hilliard concluded that production of corn came closer to meeting the region's needs than any other food crop, though southern corn growers did not match the yields of their northern counterparts. He suggested that wheat, like pork, was imported from the West to supply deficits only in limited areas such as coastal cities, parts of the Alabama black belt, and the river counties of Mississippi and Louisiana. He substantiated Fishlow's view that the Mississippi River commerce in foodstuffs was primarily a response, not to a southern market, but to urban and overseas markets, which together overshadowed the relatively meager demands of the South.17

17Idem, "Antebellum Interregional Trade: The Mississippi River As An
Fishlow’s and Hilliard’s thesis that the South was self-sufficient in food found support in a study of food distribution within the South by Robert E. Gallman. Gallman claimed that in years of good or average harvests there were surpluses for sale to the non-farm population within the region and outside of it. He differed with Hilliard in finding that the plantation sector never provided a large enough market for the output of small farmers. He suggested that planters produced enough grain to feed their own people and animals because they had a surplus labor force at their disposal, except during the cotton-picking season, and relatively cheap land on which they could grow corn without reducing cotton acreage.

Southern grain production received further attention from Diane Lindstrom. Relying on trade flow statistics on wheat and corn available in contemporary southern newspapers, railroad reports, and periodicals, Lindstrom supported the consensus that the South was in general self-sufficient in grain production. She demonstrated that the Upper South — Kentucky, Tennessee, Virginia, and North Carolina — produced far more grain per capita than the southern average and exported large quantities of wheat and corn. The Middle South, consisting of the interior parishes and counties of Louisiana, Mississippi, Example,” in Pattern and Process: Research in Historical Geography, ed. Ralph E. Ehrenberg (Washington, D.C.: Howard University Press, 1975).


Alabama, South Carolina, and Georgia, did not import grain and, occasionally in the late 1840s and 1850s, shipped wheat and corn to South Atlantic and Gulf cities. The remainder of the South — the Lower South — depended upon grain and flour importations to supplement local production.

Based on per capita output and consumption estimates, Lindstrom concluded that Kentucky and Tennessee, not the western states of Ohio, Indiana, Illinois, and Wisconsin, supplied the bulk of flour and corn arriving at New Orleans. She estimated that as the 1840s progressed, contributions from the western states declined, but that Kentucky's and Tennessee's participation in the New Orleans market remained significant. She pointed out that the market in the lower South for grain exports from the West and Upper South was relatively small compared to that of the expanding urban centers of the Middle and North Atlantic states.

The judgments of Fishlow, Hilliard, Gallman, and Lindstrom that the South produced a surplus of food received confirmation in William K. Hutchinson's and Samuel H. Williamson's study of pork and beef supply in the South for each of three census years — 1840, 1850, and 1860. Their analysis, conducted on a state-by-state basis for nine southern states, including Kentucky and Tennessee, revealed that only South Carolina in 1860, and Louisiana in 1840 and 1860, were food-deficient areas. The authors believed that foodstuffs from the West

supplied the deficit in Louisiana, and that without the population of New Orleans, which exceeded 160,000 in 1860, Louisiana would have been a surplus producer in 1840 and 1850.

New Orleans As A Test Case

This study of economic development in the New Orleans region sets forth trading patterns of foods as well as other commodities in the commerce of the port of New Orleans. The pattern of domestic and overseas trade and its relationship to trade flows described by proponents of the cotton-staple theory and Lindstrom's eastern-demand model has a significant bearing on the issue of whether antebellum economic development occurred within local and regional markets, as implied in the eastern-demand model, or whether economic development occurred within an integrated national economy as outlined in the cotton-staple or export-based theory of growth. It is concerned with the question of food self-sufficiency only insofar as trade statistics have a bearing on the subject. Its methodology most closely resembles that of Lindstrom in her study of the Philadelphia region. Her study is based on a sixty-commodity sample drawn from 1816, 1826, and 1837 Philadelphia ship manifests. This study relies on forty-three commodities drawn from 1821, 1826, 1837, 1846, 1855, and 1860 New Orleans manifests. The choice of these years was made with an eye to selecting those that were representative of distinct periods that characterized economic development in the antebellum decades.

The period 1820-60 was characterized by cycles of expansion and contraction in prices, interest rates, and the merchandise balance of trade. The decline in the prices of foodstuffs and raw materials,
interest rates, and the merchandise balance of trade in the 1820s was part of a cyclical downturn that began in the 1815–19 period and continued through 1831. Contrary to the general downward trend in these indicators in the 1820s, the river trade in the West, canal construction, and manufacturing in New England and the Ohio Valley expanded. The downward trend in prices of foodstuffs and raw materials gave way in the 1830s to a brief phase of increasing prices that peaked in 1836. The year 1837 marked a beginning of a downturn in prices that continued into 1843. An upturn in prices followed, which extended until a peak was reached in 1857. An ensuing downturn persisted through 1860.

The years 1821 and 1826 were part of the decade-long decline in prices and interest rates. Cotton prices at New Orleans, which had reached a peak of 29.8¢ per pound in 1817–18, declined to 11.5¢ in 1822–23, and 8.9¢ in 1829–30, the low-point of the decade. The wholesale price index for New Orleans declined from 115 in 1821 to 80 in 1831. Louisiana products, dominated by foodstuffs and raw materials, experienced an even sharper decline, as the index fell from 130 to 74.21 Interest rates on federal government bonds, which had averaged 6.39 percent in the 1810–19 decade, fell to an average of 4.55 percent in the twenties.22

Public land sales, estimated gross national product, investment

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in canals, and business incorporations all exhibited increases in the twenties. Public land sales, which in 1821 had fallen to their lowest level since 1813, expanded from 782,500 acres to 2,777,900 acres in 1831. Estimated gross national product in constant dollars increased each year in the twenties except in 1821. Investment in canals increased annually through the decade except in 1824. Business incorporations in Maine, Maryland, New Jersey, New York, Ohio, and Pennsylvania displayed volatility, particularly in the second half of the decade. The total number of incorporations in the six states surged to 137 in 1828 from a trough of 28 in 1820.23

Comparable growth occurred in the output of steam engines in the Ohio River towns and cloth from the New England textile mills. In 1828, six foundries at Pittsburgh were manufacturing steam engines. They employed about one hundred workers and completed annually between twenty and thirty engines. By 1830, one hundred per year were built at Pittsburgh and 150 at Cincinnati for use largely in steamboats and rolling mills.24 In New England, cotton mills that survived the depressed years between 1815 and 1820 expanded. Growth in output was accompanied by the tendency to concentrate spinning and weaving in a


single establishment. New mills sprang up in the interior towns of New England. For the entire country between 1820 and 1831, the number of spindles quadrupled, and the number of factory looms increased by a factor of ten.  

The rising output of steam engines and cotton textiles in the twenties coincided with a growing river trade between the West and the South. Pittsburg, Cincinnati, and St. Louis were among the river ports which grew notably as their commerce expanded. Cincinnati moved to the forefront as a center of food processing for export to the new South. Thomas S. Berry pointed out that Cincinnati strengthened her position as the leading marketing center for the surplus of the Ohio Valley. Interregional trade between the West and the South fostered considerable investment in urban areas, river transport, and complementary services in communities which served as collection and forwarding points along the navigable rivers.

The upsurge in the river trade and in economic activity in general during the twenties continued into the 1830s until arrested by a severe downturn which began in 1837 and continued through part of 1843. The New Orleans wholesale price index rose from 80 in 1831 to 132 in 1836, before entering a downward trend that continued through 1843. Cotton prices at New Orleans rebounded from a low of 8.9¢ in 1829-30 to a high of 51.2¢ in 1836-37, then fell to a low of 5.5¢ in 1844-45.

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25 Ibid., pp. 543-55.
27 North, p. 192.
28 U. S. Bureau of the Census, Historical Statistics of the United
The rising cotton prices were accompanied by a migration of planters and slaves from the old South into the cotton states of Alabama, Mississippi, Louisiana, and Arkansas (see Appendix VI).29

Investment in canals fluctuated in a pattern at variance with New Orleans wholesale prices. Total investment fell by more than half from 1830 to 1835, then began an upward course that reached a pre-Civil War peak in 1840.30 Because the capital required for most canals was too large to be financed from private sources, state governments generally underwrote most of the construction costs. The canals did not yield a profitable return on the capital expended in constructing them, although they did yield social returns evident in rising land values and increased production that resulted from lowered costs of transportation.31

Within the West a flurry of canal construction in the 1830s facilitated the distribution of an increasing output of foodstuffs. Ohio took the lead in promoting internal improvements by completing the 308-mile Ohio and Erie Canal connecting the Ohio River with Lake Erie in 1833, and the Miami and Erie Canal from Cincinnati to Dayton in 1832, and ultimately to Toledo in 1845. Indiana, Illinois, and

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29 North, p. 195.

30 Crammer, pp. 555-56.

Michigan imitated Ohio in developing canal systems. Their effect on commerce in the West was to re-direct it gradually away from the Mississippi River eastward over the Great Lakes and Erie Canal.

The expansion of the canal network was accompanied by a railroad boom with mileage increasing steadily each year throughout the thirties. Most of the track mileage served as feeders to waterways and was localized in its distribution. Two technological developments underlay the growth of railroad mileage: the evolution of the high-pressure steam engine that could safely power a locomotive and advances in civil engineering that reduced the cost of surveying, cutting, filling, and grading rights-of-ways. Of the 3,328 miles of new railroads built between 1830 and 1840, nearly half was built in the Middle Atlantic region and more than a third in the South. State banks and foreign investors provided much of the capital required to construct the railroads and other internal improvement projects of the 1830s.

In the affairs of banking and finance in the 1830s, action taken by Andrew Jackson and the federal government loomed large. The traditional interpretation of the bank war has maintained that Jackson's veto of the re-charter, the removal of deposits, and their placement in state banks stimulated a rise in prices by removing restraints on bank credit exercised by the Second Bank of the United States.

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32 North, p. 196.

33 Kemmerer and Jones, p. 123.

According to the traditional view, the specie circular and the distribution of the surplus revenue among the states caused a shortage of specie in the banking system that precipitated the suspension of specie payments by the banks in 1837.

The revisionist view, espoused by Peter Temin and others, minimizes the impact of Jackson's policies on the rise in prices in 1835, 1836, and the first quarter of 1837, and the subsequent downturn which culminated in the suspension of specie payments by the banks in 1837. The revisionists have emphasized that, beginning in 1830, increased silver imports from Mexico, a decline in silver exported to China, and a large rise in capital imports from Britain brought about a sharp rise in prices. They attributed the downturn in prices and subsequent panic to the raising of interest rates in 1836 by the Bank of England in an effort to stop the export of British capital. In the revisionist scenario, the outflow of specie and decline in prices aroused fears among noteholders that their assets might not be redeemed. Because so many of them rushed to the banks to redeem their paper, the banks suspended specie payments in 1837. 35

An econometric study by Marie Elizabeth Sushka sets forth the view that the Bank War undermined people's confidence in bank notes and caused them to demand more specie relative to liabilities. She concludes that the demand from the public and consequently the banks

induced a sharp contraction in liabilities. She diverges from the revisionist interpretation by finding that international events could not have precipitated the panic because the stock of specie in the United States was increasing throughout the decade.\textsuperscript{36}

Within the banking and finance sector of the 1830s, commercial banking rapidly expanded. The number of banks and branches rose from 330 in 1830 to 901 in 1840, while loans and discounts more than doubled.\textsuperscript{37} The 1830s were also a decade when the banking community of New York City gained increasing influence in the financial affairs of the country. Private banking firms in New York such as Prime, Ward, and King; Brown Brothers; and Fitch Brothers and agents of foreign bankers with offices in New York financed most of the cotton shipments from New Orleans and United States foreign trade in general until after the Civil War. Banks throughout the country, including those of New Orleans, maintained balances in New York banks, which fluctuated with changes in interest and exchange rates and commodity flows.\textsuperscript{38} The expansion of the banking system continued in the 1840s and 1850s.

The years 1846 and 1855 were part of a general upswing in prices. The wholesale price index for New Orleans rose from a low of 70 in 1843 to a high of 146 in 1857. Louisiana products, dominated by


unprocessed raw materials, increased from a low of 75 to a high of 156 over the same period. The export and import price indexes also exhibited an upward tendency before declining after 1857. The rising export values resulted in an improvement in the terms of trade.\textsuperscript{39}

Walter B. Smith and Arthur H. Cole found that in the 1843-60 period that the price movements of foodstuffs were substantially at variance with those of other commodities. They attributed the deviations to two influences. First, the reduction in the flow of British capital to the United States in the wake of the Panic of 1837 depressed domestic prices relative to foreign prices so that export commodities may have experienced the decline more prominently than goods for home consumption. The resumption of capital inflow from Britain coincided with a revival in prices of export commodities.\textsuperscript{40}

Foreign markets for foodstuffs were the second influence on American prices discussed by Smith and Cole. They suggested that heavy rains in the summer and fall of 1845 and a poor harvest in 1846 caused the prices of British cereals to increase from the autumn of 1845 through 1847. In their view, the higher prices and the reduction of import duties brought about the repeal of the Corn Laws and provoked an exodus of agricultural products from the United States. The movement of British cereal prices, in turn, affected price levels of


\textsuperscript{40}Smith and Cole, p. 98.
farm commodities in the United States. 41

Many of the factors that had influenced the behavior of prices, capital investment, and production prior to 1860 continued to make themselves felt during the last antebellum year. A cyclical downturn in commodity prices, land sales, and gross national product that had begun in 1857 was still underway in 1860. The wholesale price index for all commodities at New Orleans fell from 144 in 1857, its highest level since 1819, to 112 in 1860, while the index for Louisiana products fell from 156 to 113. Of course, the decline also affected New Orleans where the price fell from 12.4c per pound in 1856-57 to 10.8c per pound in 1859-60. 42 Public land sales and gross national product declined from their previous year's levels. 43

In each economic trend period, beginning in the 1820s, production of agricultural commodities was a salient feature of economic development in the New Orleans region. At no time in the antebellum years did New Orleans develop a manufacturing sector on a scale comparable to that of Boston, New York, Philadelphia, or Baltimore, nor did it serve as the major consumer for the output of industry in its region. Commerce was its lifeblood. Its viability as a commercial and

41 Ibid.


financial center depended almost entirely on its success in capturing the agricultural products of its hinterland and shipping them to domestic and overseas markets. This pattern of economic activity, with its potential advantages and perils for the city, was already apparent in the 1820s, by which time New Orleans' geographical location near the mouth of the Mississippi River had made it the preeminent marketing center for an expanding output of farm products and foods from its upriver hinterland.
CHAPTER II
NEW ORLEANS AND ITS HINTERLAND IN THE 1820s

Upon arriving at New Orleans by boat in 1821, a traveler noticed a city spread out in the form of a parallelogram extending along the river about a mile to a depth of about half a mile. Canal Street, Esplanade Avenue, Rampart Street, and the Mississippi River formed its boundaries. The streets, most of which were narrow, crossed each other at right angles. Some of the sidewalks were paved with flat stones or bricks. Along the river the buildings were large, many of them built of brick and coated with slate or plaster. Those further back were small and of wooden construction. At the upper part of the city was the customhouse and at the lower part the fort and cantonment. The St. Louis Cathedral stood at the center of town. There were six large steam saw mills and a number of cotton presses and tobacco warehouses, a branch of the United States Bank and two other banks, and three insurance companies with combined capital of one million dollars.¹

With a population of 27,176 in 1820, New Orleans ranked as the fifth largest city in the nation. Only New York, Philadelphia, Baltimore, and Boston were larger. Of those four cities only Baltimore had exceeded New Orleans' fifty-eight percent population increase over the previous decade. By comparison, the population of Louisiana had grown

by slightly over one hundred percent since 1810. By 1820, about fif-
teen percent of the state's populace, both slave and free, resided in
the Crescent City.²

New Orleans was situated on the east bank of the Mississippi about
eighty-five miles from the Gulf of Mexico on land that was low and
level. The city was further from Europe than such East Coast ports as
Portland, Boston, Philadelphia, New York, Norfolk, and Baltimore but at
a more advantageous location than those ports with respect to South
America and the Caribbean. The river was prevented from spilling into
the city by a levee or earthen dike built by the Spanish government.
About four feet high and fifteen feet wide, it extended from forts
Plaquemine and Bourbon about forty miles below the city to 120 miles
above it. Residents frequently had to strengthen and widen it to pre­
vent water from breaking through the crevasses and inundating the sur­
rounding area. Silt deposits had created land known as the batterie in
front of the levee. The batterie widened on the inside of the "U"-
shaped meanders of the river. Ships anchored in tiers along the bank.³

Opposite the city the river expanded to more than a mile in width.


The deep channel's swift current occasionally swept boats downstream as they attempted to anchor at the levee. About eighteen miles downriver from New Orleans was the English Turn, a bend so named because an English ship in 1699 turned away upon encountering a French vessel returning from an exploring trip. Not far below the turn the trees gave way to vast marshes watered by the overflowing river. ⁴

Beginning about a mile and a half in back of the river, fifteen miles of swamp extended to Lake Pontchartrain. Because parts of the swamp were lower than the lake, heavy rains or high winds drove waters of the lake into the swamp. Two ridges or levees, formed when the Mississippi flowed to the Gulf of Mexico by way of Lakes Pontchartrain and Borgne, rose above the level of the swamp. Metairie Ridge extended across the swamp from the river to the lake in the area north of Canal Street. Esplanade Ridge paralleled Bayou St. John, "a narrow stream which ran from high land near the levee to Lake Pontchartrain." The ridges rose four to six feet above the level of the swamp and formed the only land access between the river and the lake. They marked the limit of habitation away from the levee. ⁵

Ninety-five miles below the city the river divided itself into four natural outlets to the gulf — the Southwest Pass, the South Pass, the Southeast Pass, and Pass a l'Outre. A shallow bar of sand extended across the area where the outlets met the sea and during low water posed a danger to navigation. The outlets were changeable. A single storm on occasion changed the channels, and even when there appeared

⁴Evans, pp. 343-44, 350-51.

⁵Reinders, p. 2.
to be calm weather sandbars shifted or protruded and then sank beneath
the water. The average depth of the mouths was twelve feet. During
the late winter and early spring flooding the bars would enlarge and
almost overnight reduce the depth of water and close the river to com-
merce. 6

At the head of the passes on the east bank of the river stood
Pilot Town, a village that served as the headquarters of the men who
piloted boats through the passes and was the point where vessels were
put on course before proceeding to New Orleans. The pilots lived in
huts perched on piles driven in the mud. These dwellings were connec-
ted by log causeways placed over the mud and water. One observer
described the view from the look-out house as "flat and dreary beyond
any imagination to conceive, but still it was not without variety and
interest." 7 The passes were visible from the look-out.

The pilots as well as others having business in the port came un-
der the supervision of the harbormaster. A pilot disobeying the in-
struction of the harbormaster was subject to a fine not exceeding
fifty dollars and removal from his job. Masters of vessels coming
into port refusing to receive a pilot were required to pay the pilot
who offered to go on board half pilotage. In addition to supervising

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6 Hodding Carter (ed.), The Past as Prelude, New Orleans, 1718-1968
Lowrey, "The Engineers and the Mississippi," Louisiana History V
(Summer 1964): 234. Louisiana, House Journal, 1846, 1st session,
p. 96.

7 Captain Basil Hall, Travels in North America in the Years 1827 and
pilots, the harbormaster regulated and stationed all ships and vessels in the river within limits of the city and levee. He was in charge of enforcing all laws of the city for preventing and removing nuisances on the levee. 8

The harbormasters were appointees of the governor who also possessed the authority to appoint as often as necessary a master and three other persons to be wardens of the port and two or more persons to be branch pilots, each of whom could in turn appoint deputies under him. The master and wardens acted as surveyors of damaged goods brought into the port in any vessel. They directed the sale of damaged goods at public auction, supervised pilots, and drew up rules for the regulation of pilots. Among other fees the master and wardens of the port were entitled to demand five dollars for each arriving vessel. 9

The city council shared authority over port-related activity with the governor, but the council's main influence on the local economy was felt through the enforcement of a variety of police powers designed to curb unrestrained private enterprise. It levied taxes on property; determined where buildings could be erected; regulated theatres, halls, and public amusements; established market places and inspected goods sold therein; and regulated butchers, bakers, tavernkeepers, public houses, draymen, water carriers, and slaves employed as day laborers. 10

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9 Ibid., p. 519.

A recorder presided over the affairs of the city council. He was required by law to be at least thirty years of age and to have property valued at a minimum of three thousand dollars. The mayor fulfilled the executive office of the community and, in addition to possessing the same qualifications as the recorder, was required to have been a city resident for at least four years and the head of a family. Among the mayor's powers were those of licensing coffee houses, taverns, boarding houses, theatres, and other places of amusement. Any merchant wishing to sell wares on the street needed a license from the mayor.¹¹

Each year the vending of merchandise and other commercial activity were carried on under the threat of yellow fever and cholera outbreaks. Thousands of people perished during the yellow fever epidemics of 1804, 1807, 1808, 1811, 1813. Many were dumped into the river because they could not be buried fast enough in cemeteries. The tolling of church bells for funerals had become so frequent that the city council enacted an ordinance prohibiting the ringing of funeral bells between July 1 and December 31 each year. Yellow fever epidemics in 1819 and 1822 disrupted commerce at a time of depressed conditions in agriculture. During the summer months, those who could afford to leave removed to the north or to Bay St. Louis fifty miles to the east, leaving behind a gloomy and forlorn city. City officials could do little to prevent the ravages of the disease other than to impose quarantines.¹²

¹¹Ibid. Louisiana Courier, Nov. 11, 1816.

A plague of a different sort on the community was violence. Murders were frequent and sometimes not investigated by police, who were generally inept. People with weapons were a common sight.\textsuperscript{13}

Antagonisms of a less violent nature between the French and Anglo populations characterized the political and social life of the city, and it was not without economic repercussions. Aldermen from the First Municipality, inhabited mostly by the French and Creoles, outnumbered their Anglo counterparts from the newly developing Second Municipality north of Canal Street. Consequently, most of the repairs to landings were made in the lower part of the city. Few improvements had been made above Canal Street where the river trade was increasing. This condition created animosity between the rival factions.\textsuperscript{14}

Most responsible for the development of the Second Municipality, known also as Faubourg St. Mary, were Samuel Jarvis Peters and James Caldwell, speculators who turned northward as an alternative after their offers to purchase land downriver from the First Municipality were rejected. Peters had come to New Orleans from New York in 1821. He had made a fortune in the grocery business and married a Creole woman from San Domingo. Caldwell, an actor and English by birth, arrived in New Orleans in 1820, and temporarily took over management of the St. Philip Theatre and staged English plays were previously only

\textsuperscript{13} Evans, p. 340.

\textsuperscript{14} Rita Katherine Carey, "Samuel Jarvis Peters," \textbf{Louisiana Historical Quarterly} XXX (April 1947): 448.
French performances had been offered. The St. Charles Theatre ful-
filled his goal of having a permanent English theatre in the city.15

By 1821, two distinct communities had come into existence. Mer-
chants in the newly developing Second Municipality controlled the river
trade by intercepting cargoes of cotton, tobacco, pork, corn, and
flour. French and Creole merchants dominated trade with the West
Indies, France, and Spain. Royal Street was the main artery in the
First Municipality where banking establishments, exchanges, hotels,
and cafes were interspersed with stately residences and exotic patios.
Poydras had become its counterpart in the rapidly developing Anglo
section. 16 Benjamin Latrobe described the houses in the Anglo section
as having flat brick fronts with a sufficient number of holes for
light and entrance with the only French feature a balcony in the upper
story. He noted that the French stuccoed the fronts of their buildings,
and that the Americans preferred red brick work imbibing heat through
unshaded walls.17 "Indeed," remarked one traveler, "the rich creoles
here are quite aristocratic and exclusive and refuse to mix in society
with the Americans at all. They have their own theatre, their own
balls, their own amusements of all kinds -- their own city, in fact;

79, 80.

16 George W. Cable, "New Orleans," in Tenth Census of the United States,
1880, vols. XVIII-XIX, Report on the Social Statistics of Cities,
Orleans -- The Glamour Period, 1800-1840 (New Orleans: Pelican

17 Fossier, p. 8.
for except the distance, New York and Paris are not more different than the French and Yankee portions of New Orleans."\(^1\)

The social and residential segregation of Creoles and Anglos did not carry over to their occupational pursuits, as both groups were represented in the same occupations. Those occupations may be gleaned from Paxton's *New Orleans Directory and Register* of 1822. It offered the most complete listing of occupations for the years 1821-22. Like other city directories, it was intended principally to inform readers of the existence of businesses and to make money for its publisher. As such, it was less than comprehensive and did not accurately report the number of unskilled workers, a common defect of directories of the period. The occupations organized by category have been listed in Table 1 in Appendix I.\(^1\)

In 1821, most occupations fell in the category of proprietors and low white collar. Grocers were the most numerous, followed by government employees, teachers, victuallers, and planters. A smaller group of white collar workers, professional and high white collar, were mostly merchants. Among the other professionals, attorneys were the most numerous.

The skilled-laborer category ranked next to that of professional and high white collar in the number of occupations. Carpenters were


\(^1\)The classifications used to group occupations gleaned from Paxton's directory were those set forth by Theodore Hershberg and Robert Dockhorn in "Occupational Classification," *Historical Methods Newsletter* (vol. 9, nos. 2 and 3, Mar.-June 1976). The classifications are professionals and high white collar, proprietors and low white collar, skilled crafts, unskilled specified, unskilled unspecified, other unskilled, site or product only, no occupation, and unclassifiable.
the most numerous, followed by tailors and cordwainers. Cabinetmakers, bakers, bricklayers, cigarmakers, jewellers, painters and glaziers, coopers, and captains each accounted for a smaller percentage of skilled workers.

Unskilled labor's share of the total labor force was less than that of any other category. Mariners were the most numerous unskilled occupation followed by individuals listed as laborers and washerwomen. The other unskilled occupations were fisherman, cartman, city-guard, stevedore, and gardener.

Categorized by industrial sector, tertiary occupations (those pertaining to commerce and services) were the most numerous, encompassing nearly two-thirds of the total labor force. Within the tertiary sector merchants and grocers were most numerous, together accounting for forty-two percent of the occupations. Secondary occupations involving manufacturing, refining, and construction, ranked next to tertiary as most numerous. Within the secondary sector the most numerous occupations were carpenter, cordwainer, and tailor. Primary occupations, having to do with extractive activity like farming, fishing and mining, included only about three percent of the Crescent City labor force (see Table 2 in Appendix I).

As one would expect, the occupational structure of the city differed markedly from that of its extensive southern and western hinterlands where farming was the predominant occupation. More than

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20 The industrial categories are discussed by Theodore Hershberg in "Occupational Classification," Historical Methods Newsletter, vol. 9, nos. 2 and 3 (Mar.-June 1976). The are primary, secondary, tertiary, secondary wholesale, secondary retail, tertiary wholesale, tertiary retail, and residual.
three-fourths of the population of the southern hinterland resided in Tennessee and Kentucky, the latter having the largest population, both slave and free. However, Mississippi and Louisiana (exclusive of Orleans parish) possessed the highest concentration of slaves, expressed as a percentage of total population. Slaves constituted respectively forty percent and thirty-nine percent of the populations of Mississippi and Louisiana (again exclusive of Orleans parish) in 1820. For the entire southern hinterland slaves comprised twenty-five percent of the total population. 21

Slaves were an insignificant fraction of the total population of the western hinterland. Nearly sixty percent of the western hinterland's population in 1820 resided in Ohio. With a population of 190,122, western Pennsylvania, an area of fourteen counties along the Allegheny and Monongahela rivers, exceeded the populations of Illinois and Indiana. 22 In western Pennsylvania, whiskey, wheat, clover seed, and pork were the major farm products. Sugar-making from maple trees supplemented farmers' incomes. Families bartered what they could not consume at country stores for other goods. Lumbering often accompanied farming and by 1820, saw mills were a common sight on larger streams. Rafting timber down the Allegheny and Ohio rivers to the Mississippi reached a peak in the 1830s. The aggregation of numerous small rafts at Pittsburgh created a large Ohio River raft, which occasionally


22 Ibid.
covered two acres and contained 1,500,000 board feet of lumber.\textsuperscript{23}

In the 1820s, agriculture in Ohio was more specialized among that state's different regions than in western Pennsylvania or any western state. Each region came to be identified with a staple crop which was not the leading product of any of the others. The small grain belt was located in the upper Miami Valley. The beef belt extended north and south from Sandusky on Lake Erie through Union, Madison, and Fayette counties almost to the grain belt. Grazing and dairying predominated in the nine counties in and around the Western Reserve of northeastern Ohio. The corn and hog belt was concentrated south of the National Road in the southwestern corner of the state.\textsuperscript{24}

By 1820, Montreal and New York had become markets for the products of Ohio's northern counties and many of its interior counties as well. The products of the southern two-thirds of the state were floated down the Ohio River to St. Louis, New Orleans, or terminals on the Ohio River. The \textit{American Farmer} reported in 1820 that Ohio shipped annually about 200,000 barrels of flour and large quantities of beef, pork, and whiskey.\textsuperscript{25}

Unlike Ohio, Indiana in the 1820s did not exhibit any pronounced


specialization in agriculture. Corn, hops, and livestock were the state's staples. The Whitewater Valley produced corn, wheat, rye, oats, and tobacco.

Corn and wheat were the predominant grain crops grown in southern Illinois. Winter wheat was hand-sown in September and plowed in among the standing corn. It was not uncommon for farmers to travel eight to ten miles with sacks of corn to be ground into corn meal at mills powered by horses or water. Oats were not grown extensively. Farmers made hay by mowing prairie grass in season and preserved it for use as winter food for stock. Farmers gathered pecan and hickory nuts in the Illinois River bottom in the autumn as a means of supplementing their income, and they bartered the nuts in local stores for various supplies that the stores procured from Louisville, Cincinnati, or New Orleans. They were shipped upriver on steamboats, landed, then hauled into towns by ox teams and wagons. Farmers would pay for them with the produce of their farms or what they could acquire by hunting or trapping. Feathers and peltry were commonly used in payment of debts.

In Missouri agriculture in the mid-1820s had not advanced beyond the subsistence level. In 1824, a correspondent to the American Farmer reported:


Agriculture is yet in a very rude state. Until very lately little or no attention has been paid to small grain and tobacco. The chief aim has been plenty of hog and hominy. Since the lands have been surveyed and offered for sale, and most of us have got upon our own soil, a very different spirit prevails; and I am happy to say that there now exists generally a very strong disposition to introduce the culture of tobacco, all kinds of small grain, fruit trees, &c. &c. .29

Cotton was also cultivated but external trade in the crop was minimal. The first year for which there is a record of cotton having been shipped is 1824. Twenty-six bales were sent downriver in that year and ten bales the succeeding year.30

Cotton was more important to the rural economy of Tennessee than it was to Missouri. The prosperity of the homesteaders moving into western Tennessee from the eastern area of the state, Virginia, and North and South Carolina in the 1820s was contingent on their success in marketing surpluses of cotton and corn. In 1824, commission merchants in Jackson were advertising the availability of keelboats to ship cotton in exchange for whiskey and other provisions.31 By 1831, thirty to forty thousand bales of cotton per year were produced in western Tennessee.32


32 Ibid., p. 37.
In Kentucky cotton-growing was concentrated in the southern part of the state. Tobacco, however, was the leading staple crop of Kentucky throughout the antebellum period. Crops of corn, wheat, melons, sweet potatoes, peaches, apples, and plums were also produced. In the bluegrass region surrounding Lexington, stock-raising was a specialty. Farmers traded cattle, hogs, and horses to Alabama and western Georgia. In addition to tobacco, hemp, flour, pork, and beef were the leading exports. 33

As in western Tennessee and southern Kentucky, cotton was the most important crop in Alabama's Tennessee Valley. In 1822, Limestone County produced six thousand bales on 11,385 acres. The county boasted 1,394 spinning wheels and 469 looms that made more than ten thousand yards of cloth. Transporting the cotton was cumbersome and costly. Farmers hauled a considerable amount in wagons to Nashville and returned with merchandise. The bulk of each year's crop floated on flatboats down the Tennessee, Ohio, and Mississippi rivers. The rapids at Muscle Shoals often impeded navigation until the water level rose in the spring. Occasionally flats would carry up to four hundred bales of cotton to steamboats positioned below Muscle Shoals. Cotton was the one product of north Alabama that would bear the cost of transportation to New Orleans. 34


34 Watkins, p. 140. Thomas Jones Taylor, "Later History of Madison County," The Alabama Historical Quarterly 2, no. 3 (Fall 1940): 343-44.
In Mississippi farmers planted cotton every year until the soil became infertile. They then cleared new fields. The availability of land at low prices in the cotton-growing states did not offer a sufficient incentive for most Mississippi cotton-growers to conserve the soil. Many successful cotton farmers invested part of their profits in newly opened tracts of land or in adjoining states. During slack periods of the year they moved slaves from the home place to clear land, build cabins, and to otherwise prepare for the transfer of farming operations from the old to a new setting. A few planters sought to fertilize the soil by threshing the plant and plowing the remains. Planters with enough slaves frequently worked two or more plantations simultaneously, and it was not unusual for them to own and operate plantations in partnerships of two or more individuals. Overseers managed plantations where the owner was absent.\(^{35}\)

The same management procedures held sway among the cotton plantations in Arkansas. The beginning of cotton cultivation in that state in the 1820s was stimulated by the opening of the Arkansas River to steam navigation. In 1823, the first commercial cotton crop yielded 285 bales. The peak of production reached 1,739 bales in 1826-17.\(^{36}\)

The cotton acreage in Arkansas extended into Louisiana as far south as Baton Rouge. Green-seed, or Tennessee, cotton and the Mexican variety were the kinds most extensively cultivated by the end of the 1820s. The green-seed did not produce as full a boll as its counter-


\(^{36}\)Watkins, pp. 240-41.
part and was more susceptible to rot. Sea-island was cultivated on ground that had been exhausted by cultivation of other varieties.

South of Baton Rouge cotton gave way to sugar, which in the 1820s was replacing indigo as a cash crop, though indigo vats were still noticeable along Bayou Teche. At the close of the twenties low cotton prices and the favorable tariff of 1828 led some cotton planters along the Red River and in other areas north of Baton Rouge to grow sugar. The expansion of sugar culture in north Louisiana was temporarily halted with the upturn of cotton prices in the thirties and a decline in sugar prices.  

In the 1820s, cargoes of cotton, sugar, and other agricultural commodities produced in the New Orleans region were assembled by merchants who shipped them on flatboats or steamers to New Orleans. Farmers who packed and shipped cargo on their own accounts were exceptions. An observer commented in 1817:

There is a class of men throughout the western country called 'merchants,' who in the summer and autumn months, collect flour, butter, cheese, pork, beef, whiskey, and every species of farming produce, which they send in flats and keelboats to the New Orleans market. The demand created by this trade, added to a large domestic consumption, insures the most remote farmer a certain market. Some of these speculators have made large fortunes.


Farmers depended upon merchants for a variety of services which later became specialized. In addition to owning flats and keelboats, merchants sold supplies to farmers and provided them with credit.  

The Mississippi River trade is difficult to assess accurately. For some years statistics on commodities moving downriver were underestimated or duplicated. For example, until 1840, sugar and molasses were excluded from the receipts of the federal government. For the period, 1822-26, Louisiana products generally were not included among the statistics of the lower river, possibly because they reached New Orleans by a variety of routes and conveyances such as wagons, boats, pirogues, and skiffs.

Information on the river trade that did not reach New Orleans but trickled off into towns and plantations adjacent to the river upstream from the city is scanty and unreliable. One estimate indicates that there was virtually no trade between the cities of the West and the southern plantations and towns above New Orleans. The volume of upstream shipments is also largely a matter of conjecture. Estimates indicate that the volume of shipments upstream was small compared to that moving downstream. The federal government report of 1887–88

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39 Ibid.


surmises that of those shipments that were sent upstream, more than seventy-five percent were of articles that had previously been sent downstream. 42

As Table 2.1 indicates, farm products dominated dollar receipts at New Orleans in the 1820s, although they did not exhibit an increase through the decade comparable to that of foodstuffs. Cotton receipts exceeded those of tobacco by a 7.4 to one margin in 1822, and by a 6.5 to one ratio in 1829. Had sugar receipts been available, farm products would have accounted for a significantly lower share of receipts. Receipts of food products had exhibited the greatest increase among product categories by the end of the decade with flour and pork ranking first and second in value respectively. Receipts of spirits also increased. The steep decline in candle receipts in 1829 from their 1822 level suggests that New Orleans was relying to a greater extent on coastal imports.

The candles and other freight on the river were largely carried by flatboats until 1826, the year in which steamboats surpassed flats in the proportion of tonnage carried. 43 Solely a downstream craft, the flatboat was the most widely used means of waterborne transportation by emigrants into the Ohio and Mississippi Valleys. The first trip of a flatboat may have been that of Captain Jacob Yoder who guided his flat down the Ohio to New Orleans in 1782 from Fort Redstone

42 Switzler, p. 205.

TABLE 2.1
RECEIPTS OF SELECTED PRODUCTS AT NEW ORLEANS, 1822, 1829

<table>
<thead>
<tr>
<th>Product</th>
<th>1822</th>
<th>1829</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$8,653,204</td>
<td>$9,364,897</td>
</tr>
<tr>
<td>Tobacco</td>
<td>1,174,254</td>
<td>1,443,128</td>
</tr>
<tr>
<td>Total Farm Products</td>
<td>$9,827,458</td>
<td>$10,808,025</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corn in ear</td>
<td>45,360</td>
<td>102,356</td>
</tr>
<tr>
<td>Butter</td>
<td>2,930</td>
<td>52,910</td>
</tr>
<tr>
<td>Hams</td>
<td>5,266</td>
<td>413,685</td>
</tr>
<tr>
<td>Flour</td>
<td>623,325</td>
<td>1,191,459</td>
</tr>
<tr>
<td>Lard</td>
<td>72,763</td>
<td>303,009</td>
</tr>
<tr>
<td>Pork</td>
<td>100,782</td>
<td>653,497</td>
</tr>
<tr>
<td>Cornmeal*</td>
<td>10,727</td>
<td>12,671</td>
</tr>
<tr>
<td>Total Foods</td>
<td>$861,153</td>
<td>$2,729,587</td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead*</td>
<td>284,293</td>
<td>578,813</td>
</tr>
<tr>
<td>Total Metals</td>
<td>$284,293</td>
<td>$578,813</td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey</td>
<td>25,318</td>
<td>284,697</td>
</tr>
<tr>
<td>Porter</td>
<td>14,577</td>
<td>6,868</td>
</tr>
<tr>
<td>Total Spirits</td>
<td>$39,895</td>
<td>$291,565</td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candies</td>
<td>85,785</td>
<td>7,783</td>
</tr>
<tr>
<td>Linseed Oil</td>
<td>213</td>
<td>88,200</td>
</tr>
<tr>
<td>Total Merchandise</td>
<td>$85,998</td>
<td>$95,983</td>
</tr>
</tbody>
</table>

*1829 receipts of cornmeal are based on average monthly price at Cincinnati. Receipts of lead are based on New York prices.
on the Monongahela River. A typical flatboat was a roofed craft about forty feet in length, twelve feet in width with a depth of about eight feet. It was square with a level bottom and propelled by six oars. The two oars located on either side were known as sweeps and controlled by two men each. A larger oar of forty or fifty feet with a large blade at the stern was called the steering oar. A small oar known as the gouger oar placed at the bow provided additional assistance in guiding the boat through unpredictable currents. Flatboats were of two types, the Kentucky and New Orleans. The Kentucky variety was only half roofed and smaller than the New Orleans craft, which was larger and fully covered with a roof.44

Both flatboats and steamboats increased in size over time. The hay flatboats from Indiana in the 1820s were fifty feet in length, sixteen feet in width, and carried about thirty tons of hay varying in price from fifteen to thirty dollars.45 In the 1830s, the size of these boats increased to 150 feet in length and twenty-four feet in width with a carrying capacity of three hundred tons of produce.46 The flats, after arriving in New Orleans, were broken up and sold as lumber. The flatboatmen returned north on steamboats or journeyed


45 Switzler, p. 195.

46 Ibid.
across the country on foot.

Although flatboats in the 1820s arrived at New Orleans from all parts of the upper country, most came from the Ohio River and its tributaries. Each year thousands floated down the Ohio, Tennessee, and Cumberland rivers carrying cotton, tobacco, foodstuffs, and other products. Typically the proprietor and crew of the flat would live in the stern of the boat under the same roof that sheltered the cargo but separated from it by a partition. Several miles above the falls at Louisville pilots on skiffs were available to guide the flat through the rapids for about ten dollars. 47

Two-thirds of the flats arrived in New Orleans during January and February, sometimes as many as seventy-five in a single week. 48 Like the steamers, they were restricted to those times of the year when the rivers rose. As shown in Table 3 in Appendix I, flatboat arrivals at New Orleans peaked in 1846-47. Hunter estimated that more than 2,000 came from points in the Ohio valley. 49 During the fifties the flatboat trade at New Orleans declined rapidly until by 1856-57, the number had fallen to 541. After 1856, the flatboat traffic had dwindled to such an extent that flats ceased to be counted among arriving vessels. 50

The sugar, rice, and molasses produced in the parishes immediately

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48 Ibid.


50 Switzler, p. 222.
around New Orleans were brought to the city in pirogues, skiffs, or boats made from solid logs. Each planter owned a boat large enough to ship a few hogsheads at a time. No record was kept of these local arrivals at New Orleans. A large number of them were sailing vessels. Such vessels transported nearly all of the commodities produced below New Orleans, and they occasionally ran as far north as Natchez and returned with cotton and sugar. 51

Keelboats and barges were the two predominant types of vessels other than steamboats used to transport freight upstream. They carried no more than ten percent of the tonnage floating downstream. 52 Keelboats were probably first used on the Ohio River in about 1780. Slender and streamlined, they were strictly upstream boats. The vessel derived its name from a heavy, four-inch square timber that extended from the bow to the stern along the bottom. The timber was placed so as to withstand the impact of a collision with a submerged snag or other obstruction. Keelboats averaged fifty feet in length and twelve to fifteen feet in width. Sometimes they were outfitted with a mast and sails to gain the benefit of a favorable breeze. The narrow design enabled the vessel to ply up the tributaries of the Ohio where the barge and flatboat could never reach. 53

A keelboat crew consisted of between five and ten men in addition to a captain. To propel the vessel, they divided themselves equally

51 Ibid., pp. 197-98.

52 Ibid., p. 185.

along the running boards on either side. Each crew member possessed a pole attached to a heavy socket. At the command of the captain the crew members pushed the boat forward by setting their poles in the river bed at the bow of the boat then bringing the ends of the poles to their shoulders. With their bodies bent they walked slowly along the running boards to the stern to await the command for a new "set."

Under some circumstances keelboat crews fastened a rope to a tree or some other anchor and pulled the boat up to it hand-over-hand. They then found a new anchor and repeated the process. The ropes or cordelles were often a thousand feet long and fastened to the top of the mast so as to clear intervening brush. At times of high water keelboatmen might catch hold of the bushes and trees on the river's bank and pull the boat upstream. This practice was known as bushwacking. However it was propelled, a boat with a crew of ten or more could not expect to progress more than six miles per day upstream.

Great care was required in pushing or steering to avoid turning the boat sideways across the current and smashing it into rocks or other obstructions. Considerable practice was needed to become a skilled keelboatman. Only those with unusual physical power and endurance could undergo such a painstaking procedure.

The barge resembled the keelboat in its construction. It was somewhat longer than the keelboat, nearly twice as wide, and drew three to four feet of water. It possessed a greater carrying capacity ranging from fifty to 150 tons. Barges, unlike keels, carried cargoes

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55 Hulbert, p. 110. Buley, p. 413.
downstream with the current as well as upstream. They were unusually equipped with one or two masts. Barges typically plied the 1,200 miles from New Orleans to the mouth of the Ohio in a hundred days. Owners of barges generally lived in the Ohio River towns of Pittsburgh, Wheeling, Marietta, Maysville, Cincinnati, and Louisville. 56

By 1820, steamboats had joined flatboats, keelboats, and barges as carriers of freight regularly plying the Ohio-Mississippi trunk route. Arrivals at major terminals and tonnage increased throughout the decade. The number of steamboats operating on the trans-Appalachian rivers had increased 171 percent and tonnage by 112 percent by the end of the decade (see Table 4 in Appendix I). Arrivals at New Orleans had increased from 198 in 1820 to 989 in 1830 (see Table 5 in Appendix I). As Table 7 shows, Cincinnati in the 1820s had overtaken Louisville as the center of steamboat construction.

Steamboat construction in the Ohio Valley stimulated employment and created a demand for construction materials. Boat building became a leading business along the Ohio from Pittsburgh to New Albany. Morgan Neville estimated that from 1817 to 1829, $5,600,000 had been spent in building and $2,800,000 for repair of steamboats. The total by his estimate was $14,000,000 if the amount spent in operations was included. Wood-handling for steamers supplemented the income of farmers living along the rivers. 57

The most important impact of the steamboats on the commerce of the New Orleans region was the reduction of freight rates. This


57 Buley, p. 430.
reduction was brought about largely because cargo capacity in relation to tonnage increased as a result of improvement in steamboat design and construction. Upstream rates declined before 1830 by a greater extent than downstream rates as indicated in Table 8 in Appendix I. The decline in upstream rates facilitated the movement of a growing volume of merchandise, salt, sugar, and coffee upriver. The prices of these goods imported into the Ohio Valley fell more dramatically than they did in New Orleans. For example, the price of coffee was sixteen cents more per pound in Cincinnati than New Orleans in 1816-20, but only 2.6 cents more in 1825-30.

Although average freight rates fell significantly in the 1820s, as they did throughout the antebellum period, day-to-day rates varied with the stage of the river, the availability of ships in port, the type and quantity of freight to be shipped, the cargo capacity of vessels, and the relative bargaining capabilities of shippers and operators. When water was low, only the smallest steamboats could carry loads at lower rates. The water tended to be highest during spring and fall. From Cincinnati, Louisville, and St. Louis southward low water posed a less serious threat to navigation than it did north of Cincinnati, and changes in seasonal rates were not as radical.

Competition offered by steamboats ended keelboat operations on the Ohio-Mississippi trunk route. As a contemporary observer of the

58 Hunter, p. 34.


60 Haites, Mak, and Walton, pp. 32, 150.
Mississippi noted, "the up freight of the river was much smaller than that down, and the steamboats could easily handle all of it; hence the keelboats were superfluous and were no longer needed to carry freight up the country." By 1830, keelboating had disappeared from the Louisville-New Orleans trade but continued on the rivers north of St. Louis until the mid-1840s.

In contrast to keelboats, flatboats thrived in response to the proliferation of steamers. Smaller settlements on many tributary streams not easily accessible to steamboats found that flatboats could carry one or two cargoes a year downriver much more cheaply and conveniently than steamers. Steamboats lowered the opportunity costs of flatboat operations by reducing the time taken by flatboatmen on their return journey northward. The reduction in opportunity costs in turn helped bring about larger and more labor-efficient flatboats.

The most important lines of trade in which vessels participated in the 1820s were with Cincinnati, Nashville, Louisville, Natchez, Bayou La Fourche, Bayou Sara, and Baton Rouge. Lard, candles, and pork were among the products sent from Cincinnati to New Orleans and transported by coast packet to Bayou Sara and Baton Rouge. A portion of sugar and molasses arriving at those towns was re-shipped to the Ohio metropolis. Nashville, located in the heart of the tobacco

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61 Quoted in Haites, Mak, and Walton, p. 20.
62 Ibid., p. 55.
63 Ibid., p. 81.
64 Switzler, p. 205.
country of Tennessee and Kentucky, sent more steamers to New Orleans than any other town in Tennessee. The falls at Louisville made that town an important trans-shipment point. Very few steamers were able to ascend further on the Ohio because of the falls. It was common practice for steamboat captains to have freight brought down to them in flatboats or keelboats from Cincinnati and other places above the falls. Besides Natchez and Bayou La Fourche, the most important shipping points on the lower Mississippi were with Bayou Sara and Baton Rouge. Trade with St. Louis and the upper Mississippi was insignificant because settlement had not progressed sufficiently.  

The growth in the river trade in the 1820s (dollar receipts at New Orleans increased from $11,967,067 in 1820-21 to $22,065,518 in 1829-30) created a demand for financial services from both merchants and planters. In 1821 three banks provided depositary and lending services: the Bank of Orleans, the Louisiana State Bank, and a branch of the Second Bank of the United States. The Bank of Orleans was established in 1821 with a capitalization of five million dollars following the expiration of the charter of the First Bank of the United States, which had maintained a branch in the city. It was a typical commercial bank specializing in extending short-term credit to merchants. Serving on the first board of directors were well-known New Orleans merchants who had formerly been directors of the Bank of the United States. In 1823, the state legislature extended its charter

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65 Ibid., p. 197.

The Louisiana State Bank was established by the state legislature in 1818 with two million dollars in capital stock in order to provide credit to farmers. The state was to purchase five hundred thousand dollars of the stock and elect six of the bank's eighteen directors. The bank's charter provided for the first banking facilities outside of New Orleans by establishing five branch offices. In 1820, because of the scarcity of specie, the bank had been forced by the legislature to limit its discounts sharply and clear all rural discounts through its New Orleans office.  

In 1817, the New Orleans branch of the Second Bank of the United States began operations. Large quantities of funds from other branches and from state banks accumulated there as a result of shipments of produce from the western and southern interior. Profits at the New Orleans branch resulted from quantities of cotton entering the Crescent City. In order to pay for the cotton, English purchasers issued large quantities of sterling exchange in the fall and winter, thereby reducing the premium. Because exports from New Orleans exceeded imports, New Orleans merchants sold bills of exchange in New York where a surplus of imports created a demand and raised the premium. A second type of transaction involved sending domestic bills of exchange accruing from the sale of goods to northern manufactures and merchants northward for collection. In making long-term loans, the bank generally did not...
favor planters unless merchants intervened on their behalf.  

The New Orleans branch in the 1820s enjoyed an amicable relationship with state banks. Because it did not expand as much as other branches before 1819, it did not have to pressure state banks for redemption of their notes to the extent that other branches did. In 1832, three state banks— the Canal Bank, the Bank of Orleans, and the Louisiana State Bank— mentioned the B.U.S. branch’s conciliatory policy toward them in an 1832 petition to Congress asking for renewal of the B.U.S. charter.  

In April 1824, the state legislature chartered the Bank of Louisiana with a capital of four million dollars, half of which was to be paid by the state in exchange for twenty thousand shares of stock. The state paid for its stock with bonds bearing a five-percent interest maturing in ten, fifteen, twenty, and twenty-five years. The faith of the state as well as its stock was pledged for payment of the principal and interest on the bonds. The president and directors of the bank were to deduct from semi-annual dividends on stock subscribed to the state a sum sufficient to pay half the yearly interest due on the state bonds. The remainder of the dividends on the stock of the state was to constitute a sinking fund under the administration of the state and the president and cashier of the bank for partial redemption of the state bonds.  

69 Roeder, pp. 362, 300. Green, p. 87.

70 Green, p. 91.

The Bank of Louisiana was managed by thirteen directors, six of whom were appointed annually by the governor and senate and seven annually elected at the banking house in New Orleans by qualified stockholders. The bank's first president was Benjamin Story, one of the city's wealthiest merchants and agent of the American banking firm of Brown Brothers. Story and John Linton, head of one of the New Orleans-Natchez factorage houses, and Martin Gordon, president of the Orleans Navigation Company, were state directors. ⁷²

In 1827, demands from sugar planters prompted the Louisiana legislature to charter Louisiana's first property bank, the Consolidated Association of Planters of Louisiana. The bank distributed $2.5 million in mortgages on property to the planters in exchange for the bank's two million shares of capital stock. The bank then used the mortgages as collateral for 20 million dollars of bonds which were to be sold overseas to create a specie reserve. In 1828, the state agreed to assist the bank in marketing its bonds. ⁷³

By the end of the 1820s, New Orleans had become the dominant financial center in its region with banks specializing in services provided to borrowers and lenders. The demand for financial services arose from growth in population, agriculture, and river commerce. The river commerce reflected a diversified agricultural hinterland which supplied New Orleans with foods and farm products that were shipped to

⁷³Green, p. 21.
coastal and overseas markets. Initially the bulk of agricultural pro-
duce arrived at New Orleans on flatboats. After 1825, steamboats
carried most of the river tonnage. They stimulated the regional
economy by providing a demand for manufactures. By lowering freight
rates, they exerted an expansionary influence on agricultural produc-
tion and enhanced New Orleans' position as the entrepot for the produc-
tion of the Mississippi River drainage basin and the export of that
production to coastal and overseas markets.
CHAPTER III
THE SEABORNE COMMERCE OF NEW ORLEANS IN THE 1820s

In the 1820s, the products of the New Orleans region were exported to markets throughout the world. United States coastal regions, France, the British Isles, the North Sea ports of Prussia and the Low Countries, Spain, Italy, the Caribbean, Mexico, South America, and Texas supplied New Orleans with imports and received exports. An overview of the tables in Appendix II illuminates general patterns that characterized the trade of New Orleans in the 1820s. New Orleans exported the food and grain shipped down river from its hinterlands to food-deficit areas in the South and Caribbean. Sugar and pork were the most valuable commodities exported to U. S. ports. Cotton was largely exported to Europe and ranked far and away as the leading export by value in European markets. In exchange for cotton and food, manufactured items such as glassware, soap, textiles, hardware, and candles were imported from U. S. coastal or European ports. Although New Orleans ran a favorable balance of trade with domestic ports in all coastal regions, the value of trade with the large urban centers of the Middle Atlantic region was especially high and exceeded the value of trade with any other domestic region.

As revealed in Tables 1 and 2 in Appendix II, the pattern of trade at New Orleans in 1821 and 1826 generally did not conform to the view posited by T. W. Van Metre that the foreign trade of southern ports was largely one-sided with the volume of imports from foreign countries exceeding the volume of exports to foreign countries. The

1T. W. Van Metre, "The Coastwise Trade of the Atlantic Coast, 1789-

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overwhelming share of cotton was exported overseas. Foreign trade in grain was insignificant in 1821 and less than a third of the domestic trade in 1826. Among foods, most flour was exported to overseas markets, while only coffee and cocoa were imported from foreign markets in sufficient quantities to be termed one-sided. In 1821 and 1826, the volume of domestic trade in candles and soap vastly surpassed the foreign trade in those commodities. Imports did, however, dominate the foreign trade in manufactured goods such as nails, salt, glassware, naval stores, textiles, and liquors.

Tables 3 and 4 in Appendix II compare a selected group of commodities as a percentage of the total value of exports to each coastal region and to all coastal regions in 1821 and 1826. The commodities included in the tables are those which could be converted to a standardized container for which prices are available. Thus, textiles are excluded because they could neither be reliably converted to a standardized package nor priced.

In 1821, sugar was the leading export by value among total New Orleans exports to all United States ports, followed in order by cotton and tobacco (see Table 3, Appendix II). European countries preferred to rely on sugar supplies from their Caribbean colonies which were given preferential tariff duties. Great Britain did not equalize foreign and colonial sugar duties until the 1840s. Because the volume


of pork exports had tripled by 1826, while the volume of sugar exports had increased by about seventy-two percent, pork in 1846 replaced sugar as the leading domestic export with sugar and cotton ranking second and third respectively.

In 1821, the proportion of sugar among export receipts was greatest at the South Atlantic ports and smallest at the Gulf South ports. The lightly populated states of Florida and Mississippi did not provide as strong a market as Norfolk and Charleston. Significant supplies were, however, shipped to Mobile. Imports of cotton and tobacco depressed the relative importance of sugar among receipts in the Middle Atlantic and New England regions despite the fact that the volume of sugar exports to those regions greatly exceeded the combined volume of sugar shipped to the South Atlantic and Gulf South. In 1826, the Middle Atlantic replaced the South Atlantic as the best market for New Orleans sugar measured in terms of the proportion of sugar in its receipts (see Table 4, Appendix II). The volume of sugar exported to the region more than doubled from the 1821 level, while cotton exports in 1826 only slightly exceeded those of 1821, and tobacco exports declined slightly from the 1821 level.

At the South Atlantic ports imports of pork overshadowed those of sugar in 1826. In both years pork ranked by far as the leading export to the Gulf South region, a reflection of the importance of pork to the southern diet. Pork production along the Gulf Coast and South Atlantic, however, was insufficient to meet local demand. Mobile, Charleston, and Savannah, for example, contained sizable urban populations which could not be supplied by pork production from surrounding counties alone. Those cities, therefore, imported large quantities and forwarded
supplies to deficit counties in the interior.³

The presence of lard and flour among New Orleans receipts in the Gulf South provides additional evidence that the region lacked adequate food supplies to meet consumption needs. As Table 11 in Appendix II indicates, the quantity of lard exported in 1821 to the Gulf South exceeded the volume sent to all other regions. Pensacola was the dominant lard importing center in 1821. In 1826, Mobile imported the largest share of that commodity.

In 1821, the Middle Atlantic imported a greater volume of flour than the Gulf South. By 1826, the imports in the Gulf South more than doubled as the share sent to the Middle Atlantic cities declined. The demand in the Middle Atlantic was supplied by mills in Baltimore and other processing centers more conveniently located than New Orleans. Two-thirds of New Orleans coastal flour exports in 1826 were received at Mobile.

New Orleans' proximity to the Caribbean and South America made it a natural distributing center for coffee imports. In 1821, the Gulf South, South Atlantic, and Middle Atlantic were the dominant coffee markets (see Tables 3, 4, 11, and 12, Appendix II). The quantity shipped to the Middle Atlantic indicated that direct importations from the Caribbean to New York and other mid-Atlantic ports were insufficient to meet demand. New England did not serve as a New Orleans coffee market. Undoubtedly New England's taste was satisfied by imports

from New York or by direct importations from the Caribbean. In 1826, coffee shipments to the Middle Atlantic doubled, while the amount exported to the Gulf South remained stable. The South Atlantic market had declined, implying that it was supplied by Charleston and Savannah importers.

In 1826 distribution of domestic export receipts from New Orleans diverged from the pattern evident in Philadelphia's export receipts. The Middle Atlantic constituted New Orleans' largest domestic market, taking more than forty percent of the total domestic exports, followed by the South Atlantic's twenty-seven percent, New England's fifteen percent, and the Gulf South's nine percent. Lindstrom found that the largest market for Philadelphia's exports was the South Atlantic, accounting for forty-two percent of the domestic market. The Gulf South took twenty-six percent, the Middle Atlantic nineteen percent, and New England twelve percent of Philadelphia's U. S. exports. Lindstrom estimated that in 1826, if unnamed merchandise is excluded, receipts of foods were largest among exports to the Middle Atlantic at 27.4 percent and to New England at 16.6 percent of all exports to each of those regions from Philadelphia. However, she found that foods made up less than two percent of combined export receipts at ports in the Gulf South and South Atlantic. In contrast, the share of foods among New Orleans exports was greatest at the South Atlantic and Gulf South ports and least at the Middle Atlantic and New England in 1826.

As shown in Tables 11 and 12 in Appendix II, depicting the

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distribution by quantity of coastal exports from New Orleans in 1821
and 1826, the bulk of the cotton exported in both years was sent to the
Middle Atlantic cities of New York, Philadelphia, and Baltimore. In
1826, the Middle Atlantic's share declined and New England's nearly
doubled in response to the expansion of the New England cotton mills.
Cotton accounted for a higher percentage of receipts at New England
than at any other region (see Table 4, Appendix II).

In 1821, New Orleans exported negligible quantities of iron and
lead, two important industrial metals. Between the close of the Revo­
lution and the beginning of the Civil War, iron forges were smelting
ore in every state east of the Mississippi except Florida, Mississippi,
and Louisiana. In 1821, the iron exports were concentrated in the
Gulf South. In 1826, lead was the dominant metal export. Production
was concentrated in Missouri, northwestern Illinois, and southern
Wisconsin. It was used in the manufacture of glass and ammunition.
The largest market for the mineral was the Middle Atlantic. The lack
of manufacturing in the South precluded it from being a final market
for lead.

Of the liquors, wine was not exported from New Orleans in suffi­
cient quantities to constitute a proportion of receipts at any region.
Whiskey accounted for a proportion of receipts only in the Gulf South.
Distilleries were concentrated in Kentucky. They generated a demand
for barley, rye, oats, corn, and wheat. Only Pennsylvania exceeded

Kentucky in the quantity of liquor produced. The barrelled whiskey was better able to withstand shipping costs than bulky, less expensive grain. As Tables 11 and 12 in Appendix II indicate, the major change in the marketing pattern of whiskey from 1821 to 1826 was the decline in the quantity shipped to the Middle Atlantic and the increase in the quantity exported to the Gulf South, which did not produce surpluses of grain. In 1826, the Middle Atlantic was undoubtedly supplied by whiskey from distilleries more proximate than those in Kentucky.

With the exception of salt exports to the Gulf South in 1826, various items of merchandise were not exported to any region in large enough quantities to make up a proportion of the total value of exports. Tables 11 and 12 in Appendix II, showing the distribution of commodities by quantity, revealed that the largest share of merchandise was marketed in the Gulf South. As shown in Tables 1 and 2 in Appendix II, more than eighty percent of the salt interchanged at New Orleans was imported from foreign sources. Most of it was retained within the New Orleans region. By 1826, all of the surplus was shipped to Gulf South ports. The surplus of naval stores in 1821 was shipped to the Gulf South and in 1826 to the Middle Atlantic. New Orleans relied on East Coast suppliers supplemented by cargoes from Cincinnati for supplies of soap and candles. In 1826, the surplus quantities of these products was marketed in the Gulf South. Hides were supplied largely from upriver sources and shipped to the Middle Atlantic where they were processed into leather. The lack of manufacturing in the Gulf South

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determined the marketing pattern of merchandise. Manufactures were retained in the New Orleans region or Gulf South where they were not produced, and unprocessed raw materials, of which hides are an example, were exported to manufacturing centers in New England or the Middle Atlantic.

Tables 5 and 6 in Appendix II compare the distribution of imports among total receipts at New Orleans from domestic coastal regions in 1821 and 1826. In 1821, shipments of lead from Pensacola dominated import receipts from the Gulf South. The cargoes may have originated in Virginia where there were lead mines or from foreign markets, which supplemented domestic production. By 1826, cotton was the only commodity imported in significant quantities along the Gulf Coast. Lower freight rates resulting from the high volume of cotton annually exported from New Orleans and the need to pay for food imports could have induced planters to ship through New Orleans instead of Pensacola or Mobile.

Wine, coffee, and salt were the leading imports from the South Atlantic in 1821. Salt was mined in the Kanawha Valley of Virginia. A small amount of coffee was imported from Norfolk. The wine came from Charleston. In 1826, naval stores and wine accounted for the total receipts at New Orleans from the South Atlantic.

The Middle Atlantic's significance as a supplier of commodities to New Orleans was attributable in large measure to exports of food and metals. In 1821, pork accounted for a larger share of import receipts from the Middle Atlantic than any other commodity. By 1826, the Middle Atlantic and other coastal regions had become displaced by New Orleans' upriver region as a supplier of pork imports. The decline of pork
among food import receipts at New Orleans from the Middle Atlantic ports enabled sugar to become the leading import by value from the region in 1826. The volume of sugar imports from the Middle Atlantic in 1826 was only slightly higher than the 1821 level.

About two-thirds of the iron imports into New Orleans in 1826 were shipped from New York. According to the 1810 census, Pennsylvania, New York, New Jersey, and Maryland were the leading producers of iron.\(^7\) Philadelphia supplied more nails than any other port. Nails were produced at Pittsburgh, Wheeling, and Cincinnati, but the output was small in comparison to production in New York and eastern Pennsylvania.\(^8\)

New England underwent a change similar to that of the Middle Atlantic as a supplier of imports into New Orleans in the 1821-26 period. Like the Middle Atlantic, New England declined as an exporter of food to New Orleans after 1821. In that year pork accounted for nearly two-thirds of New England's exports to the Crescent City. The supplies of pork from New England and the Middle Atlantic indicated that supplies from upriver sources were not yet adequate to supply the deficits in the Gulf South and South Atlantic. By 1826, beef and fish were the only foods imported from New England. The region had become important to New Orleans chiefly as a supplier of manufactures. Candles accounted for the largest share of the dollar value of manu-

\(^7\)Clark, p. 500. The percentage distribution of iron production among states beginning in 1839 may be found in Peter Temin, Iron and Steel In Nineteenth-Century America: An Economic Inquiry (Cambridge: The M.I.T. Press, 1964), Table C.12, p. 280.

\(^8\)Clark, p. 500.
factures in both 1821 and 1826. Usually associated with soap-making, steamboats, households, and buildings provided a steady demand for the product.

The geographical distribution of import receipts from domestic regions at New Orleans in 1826 differed from the pattern of those receipts at Philadelphia. Lindstrom found that New England supplied the largest regional share of Philadelphia's imports, forty-nine percent, followed by the Middle Atlantic's twenty-seven percent, the South Atlantic's thirteen percent, and the Gulf South's ten percent. Among imports at New Orleans, the Middle Atlantic supplied the largest share with thirty-seven percent of the total, followed by New England's thirty-three percent and the Gulf South's twenty-nine percent.

The two ports differed, as well, with respect to the commodity groups that accounted for the bulk of their respective import trades. Lindstrom found farm products to be the largest commodity grouping among combined import receipts from the Gulf South and South Atlantic at Philadelphia in 1826. Excluding unnamed merchandise, foods and metals ranked first and second respectively among import receipts at Philadelphia from the Middle Atlantic in 1826. New Orleans depended upon the Middle Atlantic to a greater extent than Philadelphia for supplies of food and metals. And, while textiles ranked first among imports from New England at Philadelphia with forty-three percent of

9 Lindstrom, p. 62, calculated from data presented in Table 3.2.
10 Ibid., p. 82.
11 Ibid.
the total receipts, candles accounted for the largest share of New Orleans' receipts. The value of direct foreign imports into Philadelphia rose from $8 million in 1821 to $13 million in 1826. In comparison, direct foreign imports into New Orleans amounted to $3 million in 1821 and $4 million in 1826.

Each year in the twenties, beginning with 1821, the value of direct foreign importations into Philadelphia exceeded the value of direct foreign exports. In contrast, at New Orleans the annual value of direct foreign exports exceeded the value of direct foreign imports.

The distribution of exports from New Orleans to foreign port groups in 1821 and 1826 is presented in Tables 7 and 8 in Appendix II. Import distributions among total receipts from foreign port groups are set forth in Tables 9 and 10. About three-fourths of the cotton interchanged at New Orleans was marketed overseas (see Tables 1 and 2, Appendix II). More than half of the overseas exports went to the British Isles. France took more than forty percent of overseas ex-

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12 Ibid.

13 Ibid., pp. 70-71.

ports (see Tables 15 and 16, Appendix II). As shown in Tables 7 and 8, cotton cargoes accounted for more than ninety percent of the total value of exports to each nation. Although the cotton textile industry had been in existence in France and Britain since the second quarter of the eighteenth century, in France it had not developed on a scale comparable to that of Great Britain. In 1831, Great Britain consumed 119,000 metric tons compared to 28,000 in France, the largest producer on the Continent. In contrast to British factories, those in France were smaller, machines older, and the labor force less productive. French textiles, therefore, had difficulty competing effectively in the world market with their British counterparts.\(^\text{15}\) Prussian and Belgian production was by the 1830s not even a sixth of French production. It suffered from a low tariff that allowed an influx of British goods.\(^\text{16}\)

Tobacco ranked first among exports to Prussia and the Low Countries in both 1821 and 1826. The volume exceeded that of shipments to France and Britain even though, with their larger populations, France and Britain undoubtedly used a greater volume of tobacco than did Prussia and the Low Countries. The smaller shipments to France and Britain were attributable to the fact that the French and British markets were supplied by colonial producers, supplemented by exports from the East Coast.

As a proportion of the total dollar value of exports to the


\(^\text{16}\)Ibid., pp. 164-66.
Caribbean, tobacco exports were insignificant compared to exports of pork, flour, and lard. Those foods supplemented supplies produced in the Caribbean. The quantity of pork and lard received at Havana exceeded quantities shipped to all other Caribbean ports. In 1826, the Caribbean had become the leading market for grain exports (see Table 16, Appendix II), though the quantity imported amounted to less than one percent of the total dollar value of exports to the region.

In 1826, the largest portion of flour shipped to the Caribbean was received at Havana. Until 1818, Spain had restricted trade with Cuba to Spanish ports. Beginning in 1818, the merchandise of foreign countries was admitted duty-free with the exception of flour. Flour from Spain was given preferential duties, but the added expense incurred by American flour was not enough to discourage importations from the United States, which in 1826 nearly doubled imports of flour from Spain.¹⁷ Mexico ranked second to the Caribbean in 1826 as a market for flour, suggesting that Mexican grain supplies were insufficient to meet consumption needs. Agriculture in Mexico resembled that of Cuba. Both countries specialized in production of sugar, coffee, and tobacco and required foreign supplements of food.

Coffee appeared as the leading import among receipts from all foreign port groups (see Tables 9 and 10, Appendix II). In both years about eighty-five percent of the volume was shipped out of Havana. Cuban coffee exports reached a record level in 1826.¹⁸ Following the


destruction of the coffee plantations during the slave revolt in Haiti in 1790, French coffee growers had settled in Cuba and began growing the crop.\textsuperscript{19} Production was controlled in the 1820s and 1830s by French, American, and Spanish proprietors who owned large estates manned with slave labor.\textsuperscript{20}

In addition to being the largest supplier of coffee to New Orleans, Cuba also ranked first among port groups as a supplier of sugar. In 1826, nearly all sugar imports originated from the Caribbean (see Tables 17 and 18, Appendix II). The volume of foreign imports increased by about fifty percent over the 1821 amounts. Louisiana was a minor producer compared to Jamaica, Cuba, and the British West Indies, and production in Louisiana was never adequate to meet the needs of an expanding U. S. population.

Sugar was the dominant industry in Jamaica both before and after the emancipation of the island's slaves in 1838. It was grown in every parish on the island except Kingston and Manchester, which specialized in coffee production, and the value of sugar exports greatly exceeded the values of the other two major exports -- rum and coffee.\textsuperscript{21}

Cuba exhibited a more diversified agricultural economy than did Jamaica. Until about 1840, about the same amount of capital was in-

\textsuperscript{19} Ibid., p. 62.


\textsuperscript{21} Hall, pp. 13-14, 38-39.
vested in sugar as in coffee.\textsuperscript{22} Tobacco was also an important export. Among influences responsible for the rising output of Cuban sugar in the 1820s was the destruction of sugar plantations in Haiti during the slave revolt of 1790. Haiti had previously been the largest supplier of sugar and coffee to Europe. Other influences responsible for the expansion of sugar production were the free importation of slaves that had begun at the end of the eighteenth century, the installation of steam power to drive mill machinery, and the use of less expensive plant residue in place of firewood as a fuel to produce power at the mills.\textsuperscript{23}

The pattern of trade in metals differed from that of sugar in that New Orleans relied more extensively on coastal imports than on foreign imports. In 1821, nails and lead were largely imported from coastal ports and retained within the New Orleans region. In 1826, nails continued to be a coastal import, but nearly all of the lead supplies were shipped down the river. In 1821, New Orleans relied on iron supplies within the region, but by 1826 regional supplies were augmented by overseas imports that greatly exceeded the quantity shipped from overseas in 1821. Great Britain supplied nearly all of the foreign metal imports. The British iron industry, like cotton, had been in the forefront of the British industrial revolution. Production increased throughout the 1820s.\textsuperscript{24} Metal imports from the

\textsuperscript{22}A Study on Cuba, p. 63.

\textsuperscript{23}Ibid., pp. 82-83.

Caribbean (see Table 18, Appendix II) were shipped from Havana but were probably not manufactured in Cuba.

Foreign imports weighed more heavily among total imports of textiles, glassware, salt, and naval stores than among metals. Great Britain was the leading supplier of all four of those commodities. Salt accounted for the largest share of receipts.

In the trade with Great Britain in 1821 and 1826, New Orleans maintained a favorable balance of trade. A favorable trade balance existed with other foreign port groups except the Caribbean, South America, and Spain in 1821 (see Tables 30 and 31, Appendix II). The favorable trade balance with foreign port groups also characterized the coastwise trade. The coastwise balance between New Orleans and several other domestic ports and one port group has been set forth in Tables 19-27, Appendix II. As these tables indicate, New Orleans ran a trade deficit for the entire year only with Boston and Baltimore and enjoyed an annual surplus with all other ports. Most responsible for the deficit with Boston were imports of pork in December when New Orleans sent no exports to Boston. The February deficit resulted from imports of whiskey, wine, fish, nails, and candles that exceeded in value exports of cotton, sugar, tobacco, and molasses. April imports caused a deficit for 1821 with Baltimore, and pork again accounted for the largest share of import receipts in that month. The large share of pork in the import receipts from New England and the Middle Atlantic implies that in 1821 the South relied upon coastal imports to supplement the supply of food sent down the Mississippi (see Table 5). The elimination of pork in 1826 receipts from New England and the Middle Atlantic (see Table 6) suggests that the South was becoming
less reliant on coastal imports of food and depending more heavily on upriver supplies.

In 1821, trade with New England ports outside of Boston appeared to be more profitable for New Orleans merchants than trade with Boston. Candles were the most valuable product among imports. Exports of farm products in the second quarter accounted for most of the surplus.

In 1821, New Orleans achieved its largest surplus over a twelve-month period in its trade with New York. The second quarter yielded nearly two-thirds of the surplus as exports of cotton, tobacco, and sugar greatly exceeded imports of tobacco, molasses, whiskey, pork, salt, beef, and soap.

The surplus with Philadelphia in 1821 ranked second in size to that of New York, though it was only about one-sixth as large. First- and second-quarter export receipts eliminated a fourth-quarter deficit. Sugar was most responsible for first quarter export earnings. Exports of cotton and tobacco exceeded imports of nails and lead in the second quarter.

The New Orleans-Mobile route ranked as the third most profitable behind the New Orleans-New York and New Orleans-Philadelphia routes. Exports of foods in the second quarter and an absence of imports for eleven months were the basic features of commerce with the Alabama port. Like the trade with Mobile, trade with Charleston was largely one way and was dominated by foodstuffs. Trade with Pensacola differed from that with Mobile and Charleston in that there were arrivals and departures of vessels every month in 1821. Shipments of lard and pork in May accounted for most of the year's surplus. Commercial interaction between New Orleans and another major southern port,
Savannah, was infrequent. Foodstuffs dominated exports in March. Salt was the only import in April.

In 1826, a surplus in the balance of trade existed between New Orleans and each of the major ports. The only decline from the 1821 balances occurred with Charleston and Pensacola. As in 1821, there was less shipping traffic with Savannah than with any other port, although the surplus with that port exceeded net receipts from any other port because of a February shipment of pork. The dearth of trade statistics in August and September was undoubtedly related to the reduction of inventories prior to the onset of the harvest season.

The surplus in the balance with New York showed the smallest gain from the 1821 level among all ports with which net receipts increased. As one would expect, the commodities that figured most prominently in the surplus changed with the seasons. Thus, although lead and sugar imports were most responsible for the large surpluses with New York in November and December, the surpluses in the second quarter are attributable primarily to cotton shipments.

A seasonal influence was also evident in the trade surplus with Philadelphia in 1826, as net receipts that year from exports to the city nearly tripled their 1821 levels. Foodstuffs led among commodities exported in the January-March quarter. Farm products and lead yielded the November and second quarter receipts. A December shipment of sugar and the lack of imported cargoes boosted the surplus in December.

In 1826, net receipts in the New Orleans-Baltimore trade route rose considerably above their 1821 level. December shipments of sugar were most responsible for the surplus. The negative balance in July
and September resulted from a small volume of imported foodstuffs and an absence of outbound cargoes.

The surplus in the Mobile trade in 1826 also increased significantly over that in 1821. As in 1821, exports were primarily foodstuffs. The quantities of salt and lead among outbound cargoes exceeded the quantity of those products in the 1821 exports. Cotton shipments caused the March deficit.

In 1826, as in 1821, credits in the trade with New England outside of Boston exceeded the balance with Boston. In every month but July proceeds from shipments of cotton comprised the largest share of export receipts. Tobacco shipments overshadowed cargoes of cotton in July. Cotton and tobacco also accounted for the surplus with Boston in 1826. Imports of candles, nails, fish, and glassware brought about the November deficit.

The balance of trade between New Orleans and foreign countries is shown in Table 10, Appendix I. The value of exports to foreign countries increased in 1825, 1827, 1829, and 1830. A decline occurred in 1826, despite an increase in tonnage. The 1830 peak in exports coincided with a peak in imports. The balance in 1824 withstood a sharp decline in outbound tonnage. The surplus in the balance of trade peaked in 1825 because the increase in the value of exports greatly exceeded the increase in outbound tonnage, an indication that high-value, low-bulk items were increasing at a faster rate than lower-value, high-bulk items. Among commodity groupings in the foreign trade, surpluses arose from cotton and farm product exports in 1821 and 1826 (see Tables 32 and 33, Appendix II). In both years deficits existed in the foods' and metals' trade.
The pattern of exports among coastal and foreign markets in 1821 and 1826 conforms to that described in the cotton-staple theory. In 1821, demand from the Middle Atlantic ports of New York, Philadelphia, and Baltimore drew more than sixty percent of all coastal exports (see Table 28). The value of exports to New England nearly equalled the combined total of those sent to the Gulf South and South Atlantic. By 1826, the Middle Atlantic's share of domestic exports had shrunk to below fifty percent, while all other markets had expanded, with the greatest growth occurring in the South Atlantic largely in response to the demand for foodstuffs.

Foreign port groups surpassed their domestic counterparts by taking more than half the total of foreign and domestic exports. In the 1821-26 period, the growth in exports to foreign countries was substantial, though the share of exports marketed abroad fell to forty-three percent. The British Isles ranked as the leading foreign market (see Table 30). Its share of New Orleans exports remained about constant in 1821 and 1826. France occupied a position second to that of the British Isles as an export market. The Caribbean and the ports of Prussia and the Low Countries each took about the same proportion of New Orleans' foreign exports.

In addition to consuming a larger share of total exports than domestic markets, foreign sources also supplied New Orleans with a greater share of its imports than did domestic ports. New Orleans received nearly two-thirds of its foreign imports from the Caribbean. France ranked as the second largest supplier (see Table 31).

Among U. S. regions New England took the smallest percentage of New Orleans exports but supplied the largest share of imports from
coastal regions in 1821 (see Table 29). By 1826, the Middle Atlantic had replaced New England as the leading supplier of imports. The decline in import receipts from their 1821 level was indicative of growing self-sufficiency in foods and farm products of the New Orleans hinterland.

Cotton, which was insignificant among domestic imports in 1821, became the leading domestic import in 1826. It did not assume the importance among New Orleans' domestic exports in 1821 and 1826, as proponents of the cotton-staple theory have asserted. In both years the value of food exports to domestic markets exceeded the value of cotton exports. By 1826, the surplus generated by exports of foods doubled the surplus in the cotton trade balance. In 1821, the proportion of sugar among domestic exports exceeded the value of cotton exports to every coastal region including New England, and the share of tobacco among New Orleans' domestic exports was nearly identical to that of cotton (see Table 3, Appendix II). Again, in 1826, sugar ranked ahead of cotton among exports to all domestic regions (see Table 4). The largest share was in New Orleans' largest market, the Middle Atlantic. Moreover, receipts of pork exceeded those of any other commodity in the Gulf South and South Atlantic markets.

Cotton was, however, king in the foreign markets, accounting for more than an eighty-percent share of all exports to foreign ports. Sugar, so important in the domestic trade, was relatively insignificant among exports to foreign ports in 1826 and did not total even one percent. The marketing patterns of exports from New Orleans in 1821 and 1826 confirm the cotton-staple theory's contention that southern income was dependent on cotton exports because income from cotton exports
marketed overseas vastly exceeded income from sugar marketed at domestic ports. However, evidence is lacking to support the cotton-staple theory's claim that economic growth within the South was dependent upon foreign markets. In 1821, foreign and domestic markets took nearly the same share of exports. By 1826, the domestic market for exports from the New Orleans region surpassed the foreign market.
CHAPTER IV
ECONOMIC DEVELOPMENTS, 1830-1845

In the 1830s the landscape of New Orleans changed notably from what it had been in the 1820s as a result of a surge in construction. An April 6, 1838 issue of the Commercial Bulletin reported that solid, well constructed pavements were spreading in every direction over the streets, and that many buildings were progressing to completion. Among the buildings which caught the attention of numerous visitors were the St. Charles and St. Louis hotels. The St. Charles, known also as the American Exchange Hotel, was begun in the Second Municipality in 1835 and completed in 1839. Its 350 rooms accommodated five hundred guests comfortably. One visitor referred to it as "the largest and handsomest hotel in the United States."^1 A front facade of fourteen columns and a dome and ornamental gallery supported by a circular colonade were among the hotel's most striking features. As a rule only American families patronized the St. Charles. Only English plays were performed there, and only English and American actors appeared. The St. Louis Hotel, also begun in 1835, was intended by Creole citizens to compete with the rival American hotel. Slave auctions were held in the rotunda.2

Among other construction projects of the 1830s were several market houses. By 1834, Charity Hospital on Canal Street had become the state house. A new hospital was erected on Common Street. A branch

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^2 Ibid., p. 333.
of the United States Mint was established on a small square bounded by Esplanade, Barracks, Decatur and Peters Streets. A cotton press with warehouses was erected in 1832, and another in 1835. Deteriorated streets and sidewalks were replaced, and others were extended. On some streets by 1835 gas lighting had replaced whale oil lamps that had been suspended on chains slung across intersections.

Along the levee vessels anchored in tiers. Ships waiting to be towed to sea assembled at the southern end of the city. Above them were vessels awaiting a berth to discharge cargoes. Further north vessels lined up in as many as six tiers to discharge or receive cargo. Spanish and French coasting vessels formed a separate group in the next section of the harbor. Steamboats anchored at the upper end of the Second Municipality near the suburb of Lafayette.

Between the onset of the fall harvest and the beginning of the summer season the levee presented a scene of great commotion as crowds of sailors, boatmen, slaves, and draymen loaded and discharged cargoes. At the steamboat landing nightly fires illuminated areas where cargoes were being transferred. Cotton was piled in lots to a height of fifteen or sixteen bales. The cotton and other commodities stacked up in the morning were by evening replaced by more recently assembled freight.

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6 Fossier, p. 27.
The river trade proved to be a matter of contention in the 1830s, as it had been in the 1820s, between the Creole majority of the First Municipality and the largely Anglo Second Municipality. By 1835, dissatisfaction among citizens of the Second Municipality with what they considered to be inadequate appropriations from the city council had become acute. In October merchants and property holders presented the city council with a memorial objecting to a lack of trade facilities except those built by private enterprise. It requested that a new wharf be constructed over the batture, and that old wharves be repaired. Following the city council's rejection of the memorial, there developed widespread sentiment among citizens of the upper district for separation from the lower section of the city. Samuel Jarvis Peters, who was serving as first president of the Chamber of Commerce, drafted a memorial to the city council repeating the citizens' desire for wharf improvements. Peters and others offered to lend the city the money needed for the work. Nevertheless, the council rejected the second petition. Peters then devised a plan dividing the Crescent City into three separate municipalities. Each municipality was to have its own government vested with many independent powers. Other powers were to be delegated to a mayor and general council presiding over the entire city.

The Louisiana state legislature adopted Peters' plan in an act which took effect in March 1836. The legislation formally divided the city into three distinct municipalities, an arrangement that continued

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in effect until the legislature re-united the municipalities in February 1853. The 1836 act made each municipality a distinct corporation with the same rights, powers, and privileges that had been vested in the city as a single corporation. A council composed of a recorder and elected aldermen governed each municipality. The mayor exercised the same power within each municipality as he had previously. The old city council became a general council with powers to set wharfage rates on vessels moored along the river; tax carriages, hacks, and other vehicles; set license fees for peddlers, tavernkeepers, and others; set the salaries of the mayor and secretary of the general council; and regulate the city guard.\(^8\) Property revenue accrued to the municipality in which such property was situated. The amount of the general debt of the city to be paid by each municipality depended upon the amount of taxes and other revenues accruing to it. Revenues used to pay the debt of the city were retained in a sinking fund under control of the mayor and a board of aldermen composed of two members from each municipal council.\(^9\) At the time of the consolidation the sinking fund was insufficient to meet the combined debt of the municipalities totaling $7,700,000, of which $2,000,000 was overdue. Creditors refused to negotiate new loans with the city government.\(^10\)

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\(^8\) *Louisiana, Acts Passed At the Second Session of the Twelfth Legislature of the State of Louisiana* (New Orleans, 1836), pp. 28-37.

\(^9\) *Ibid*, p. 34.

The credit needs of the city government and a growing population spurred the rapid development of banking facilities prior to the Panic of 1837. In 1831, the state had four banks capitalized at nine million dollars. In the succeeding six years the legislature incorporated twelve new banks with capital stipulated at forty-six million dollars. By 1840, Louisiana ranked third in the country in banking capital behind New York and Massachusetts.11

Loan and investment portfolios varied from one bank to another. The Union Bank of Louisiana maintained accounts with Baring Brothers & Co., London; Andre & Cottier, Paris; and A. Dennistoun & Co., Liverpool. The Mechanics and Traders Bank and Bank of Louisiana also had accounts with the Barings. The Consolidated Association of Planters of Louisiana owed debts to Andre & Cottier, Baring Brothers, and F. de Lizardi & Co. of London.12 It purchased cotton to remit interest on bonds issued on its behalf by the state. Other investments were in the stock of the Barataria & Lafourche Canal Co., the Levee Steam Cotton Co., and the Atchafalaya Bank. The Consolidated Association made no loans on pledges of stock. It specialized in making mortgage loans on which repayments were disbursed to stockholders.13 In contrast to the Consolidated Association, the Exchange & Banking Co. did make loans on


13 Ibid., pp. 910-11.
which stock was taken as security, but made no loans on real estate and issued no loans out of state. Likewise, the City Bank confined nearly all of its loans and discounts to persons residing in the New Orleans area. It followed the policy of most of the other banks in not buying or selling any cotton or other produce. The institution never borrowed money from another bank.14

The removal of federal deposits from the Second Bank of the United States in 1833 precipitated a mild financial contraction in New Orleans in 1834. In October 1833, the New Orleans office of the B.U.S. ceased purchasing bills of exchange drawn on western state banks. The state banks responded by refusing to expand credit in response to pressure by the B.U.S. to remit funds owed it.15 Edmund Forstall, agent of the Baring Brothers in New Orleans, estimated that the cessation of western exchange operations by the B.U.S. deprived New Orleans of at least three million dollars of capital. The city's banks suspended specie payments in May, a move considered by Forstall to be unnecessary, because in his view there was specie in the vaults.16 Although one estimate suggested that contraction of credit reduced revenue in the commodities' market, the average monthly price for cotton remained at the 1833 level of thirteen cents per pound. Sugar declined by less than a cent.17

14Ibid., pp. 917-18, 883-84.
15Green, p. 93.
16Edmund Forstall to Thomas Baring, October 16, 1834, Baring Brothers MSS (microfilm copy, Library of Congress).
The Second Bank of the United States closed following the expiration of its charter in 1836. In November of the previous year the loan portfolio of the New Orleans branch was sold to the recently incorporated Gas Light Bank for $3.5 million payable over a four-year period. In March 1836, the B.U.S. was revived as the United States Bank of Pennsylvania. Because the state charter prohibited the institution from opening branches, its president, Nicholas Biddle, resorted to other means to continue his nationwide influence. He placed financial agents in various cities and purchased banks, one of which was the Merchants Bank of New Orleans. By September 1836, the Merchants Bank along with several recently chartered state banks were conducting loan and deposit functions of the old B.U.S.\(^\text{18}\)

The Panic of 1837 in New Orleans was intimately associated with fluctuations in the British cotton market. Cotton accounted for the overwhelming share of foreign exports from New Orleans, and Britain was the dominant market. Rising cotton prices in Britain in 1834 and 1835 coincided with a proliferation of joint stock banks and an increasing amount of securities loaned to merchants. High cotton prices in Britain and previously established credit enabled American banks to repay loans in 1834 and 1835.\(^\text{19}\) The credit expansion ended in the late summer of 1836, after the Bank of England raised its discount rate and restricted credit. The Baring Brothers and other banks curtailed their loans. The Barings refused to grant credit to any importer who maintained an account with another merchant bank or to make new loans until

\(^{18}\text{Green, p. 94.}\)

\(^{19}\text{Louisiana, Senate Journal, 1844, 16th legislature, p. 15.}\)
old ones were repaid.\textsuperscript{20}

American banks continued to offer credit and discounts unaffected by the credit contraction in Britain. Though British consols and public securities were affected by the tighter credit, commodity prices held firm in the last quarter of 1836. Not until January 1837, did the price of cotton begin to fall in England. During many months of the year the price averaged four cents per pound lower than in 1836.\textsuperscript{21} In New Orleans cotton held steady at seventeen cents through the first three months of 1837, then plunged to thirteen cents in April and to eleven cents in November.\textsuperscript{22}

At the same time that cotton prices in Britain and the United States were falling, American bankers and merchants were under pressure to repay debts. Almost immediately after learning of the collapse of British prices, banks in New Orleans refused new loans to merchants and factors. Early in March commission merchants informed their customers in the interior that they could no longer accept drafts in anticipation of sales.\textsuperscript{23} Banks who had made loans to cotton commission houses had borrowed at six percent interest per annum and charged 2\frac{1}{2} percent for the sale. The margin of profit had encouraged them to


\textsuperscript{22}Cole, p. 263.

borrow too much and advance more than what was needed to produce one year's crop. When the price of cotton fell, planters could not repay their loans, and the chain of credit extending from banks to commission merchants to planters fell apart.\textsuperscript{24}

On April 10, presidents of the New Orleans banks met to discuss what measures they could take to relieve the pressure in the money market. They decided not to suspend specie payments or extend discounts.\textsuperscript{25} Not until May 13, following suspension of specie payments by banks in New York, Albany, Hartford, New Hampshire, Philadelphia, Providence, Baltimore, Mobile, and Boston, did New Orleans banks suspend payment.\textsuperscript{26} The fourteen banks which suspended payment forfeited their charters, a penalty required by state law when specie payments were suspended for more than ninety days. Only the Consolidated Association of Planters of Louisiana and the Citizens' Bank continued to pay out money. To bolster the supply of small change, which was rapidly vanishing, the three municipalities issued their own certificates with a value of twenty-five cents to four dollars. Businesses and individuals did likewise, leaving the state inundated with nearly worthless paper.\textsuperscript{27}

Suspension by the banks on May 13 coincided with a massive run

\textsuperscript{24}Louisiana, Senate Journal, 1844, 16th legislature, p. 16.

\textsuperscript{25}New Orleans Bee, April 12, 1837.

\textsuperscript{26}Temin, p. 113.

on them that morning. Some citizens were able to redeem smaller notes but were refused payment on notes of over ten dollars. The May 14, 1837 issue of The Picayune described the following scene:

A general dismay pervaded all classes of our community. Persons were seen running to and from the banks and returning with their hands full of silver. Others, again, sent large bills accompanied with boxes to bring home their silver. These were obliged to return empty, finding no favor with the tellers.

The Picayune demanded that the severe inflictions of the law be visited on the guilty institutions. "The doctrine of retaliation should be in vogue," admonished The Picayune. "Let the people with one voice come up to their own defense and frown down forever the notes of all banks, at least, that will not convert their small notes into specie for the ordinary and necessary uses of the business community." 28

The Courier expressed the belief that politicians and others were taking advantage of the depression to satisfy their own personal ambitions. That organ blamed Whig legislators and bank directors for stock speculations and insolvencies. It described banks as "paper manufacturing monopolies" seeking "to control the national government as well as the state legislatures and the municipal councils of our towns and cities." 29

28 The Picayune, May 17, 1837.

29 Louisiana Courier, July 15, 1840.
Governor Andre B. Roman, in his address to the state legislature, acknowledged that a relationship existed between the Bank of England and American banks but thought that the main cause of the panic was the lack of an effective regulator over state banks. In Roman's view the federal government had abrogated its obligation to regulate the currency. He stated that by confining itself to the mere collection and disbursement of revenue the federal government was discharging itself from the duty of attending to the interests and welfare of the people. 30\textdaggerthree.

During the final week of May 1837, business came to a standstill. The Picayune reported that business people were standing about at every corner doing nothing. The paper described the following situation:

Loafers and such like are reaping golden harvests. Never has there been so much liquor drunk in Orleans as since the suspension of specie payments by the banks. Your genuine loafer will now raise a $5 on the Carrollton or Mechanics' and Traders', call for his julep or cocktail at the coffeehouses, refuse any thing but the 'timical' as change, and not receiving that, will promise to call again, and there the matter rests. 31

In the first week of September yellow fever appeared. On September 16, the Price Current reported that the time of most persons engaged in commerce was too much taken up in attention to the sick or dead to permit them to devote themselves too closely to business pursuits. By October 14, the number of deaths had become particularly high among recent arrivals. Charity Hospital was admitting fifty

\textsuperscript{30} Louisiana, House Journal, 1840, 14th legislature, 2nd session, pp. 2-3.

\textsuperscript{31} The Picayune, May 24, 1837.
patients per day. In November the epidemic subsided, and hundreds of citizens, who had vacated the city, began returning. Toward the end of the month cotton sales were growing, though the volume was less than usual for that time of year, and money was becoming more readily available.

The business revival continued into 1838, before receding in March. That spring many country merchants who had gone to New Orleans to make purchases were dissuaded by the depreciation of Mississippi and Alabama currencies. The Commercial Bulletin of April 9 reported that the only place where business was lively was on the race ground where "vast multitudes daily congregate and forget the depression of the market, the prostration of credit, and the derangement of the currency in the excitement of betting and watching the stirring events of the race track." Freight rates were high. Many northern packets to New York and Philadelphia were taken out of their regular routes and advertised to sail for Liverpool and Havre.

June sales of commodities were at their seasonal norm. In July the market became more sluggish. Cotton was confined to small parcels for the domestic market. Traffic on the Mississippi was reduced throughout the remainder of the year by a low water level. Conse-
sequently provisions in the market were scarce. 36

Because banks refrained from paying out specie throughout most of 1838 and 1839, money was not readily available. The destruction of the credit of most of the mercantile houses resulted in a shortage of commercial paper. Sellers of upcountry produce were partly to blame for the continuing suspension of specie payments because they preferred to exchange their notes at the city's banks for specie rather than have their notes heavily discounted at home. 37

Cotton prices averaged twelve cents in 1838, compared to thirteen cents in 1837. They rose to an average of fourteen cents in 1839. 38 Had Nicholas Biddle and the United States Bank of Pennsylvania not engaged in large-scale purchases of cotton, the prices would probably have been lower. Between November 1, 1837 and June 15, 1838, thirty-five percent of the cotton shipped from the United States to Liverpool was consigned to the firm of Humphreys and Biddle. 39 The sales provided foreign bills needed to meet the bank's debts in Europe and helped southern merchants repay debts owed in the East. 40

A tight money market continued through the autumn of 1839. The October 7 Commercial Bulletin reported that although insolvency had

36 New Orleans Price-Current And Commercial Intelligencer, 16 June 1838, 15 September 1838, 6 October 1838, 20 October 1838, 10 November 1838, 22 December 1838.


38 Cole, pp. 263, 267, 271.

39 Govan, p. 324.

40 Green, p. 95. Govan, p. 323.
wiped out a great deal of debt, heavy balances remained to be liquidated. Installments upon notes given for real estate were falling due. "Hence," the newspaper explained, "the embarrassment continues, and little relief can be expected till insolvency, payment, or the lapse of time has cancelled the obligations and liabilities of the last four or five years."

The United States cotton crop in 1838-39 was an unusually short one, but prices declined any way. Louisiana prime that sold for seventeen cents in May 1838, declined steadily to a low of nine cents in March 1840. The low cotton prices coincided with a disastrous grain harvest in England that reduced the purchasing power of British workers and caused an outflow of specie to pay for grain imports. The banks responded to the drain on their specie reserves by tightening credit. Under such conditions it became almost impossible for factors to market American cotton. In October 1839, the short working hours in the British textile factories had driven most cotton purchasers out of the market. Sales that did take place were small and occurred infrequently.

In November public confidence in the city's banks revived in response to regulations adopted by the bank presidents to settle

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43 C. Toledano to John Close, November 20, 1839, John Close MSS, Box 2, Folder 7, Louisiana State University Archives.
balances during the suspension of specie payments. The bankers agreed to furnish on Saturday each week a statement of balances to a settling clerk. Once a month each bank was to return its notes to the issuing bank. Debtor banks were bound to repay the banks to which they were indebted.  

Under the new regulations small change became as plentiful as it was before the suspension. In contrast to conditions in 1837, specie sold at so small a premium that there was no incentive to hoard it. The supply was abundant, and business on the levee was as brisk as ever.

The widespread distrust of banks brought on by the distress of 1837-39, was given legal expression by state legislation enacted in 1842. The statutes were the climax of long-standing contention between anti-bank Democrats and pro-bank Whigs. Their purpose was to bring about payment of specie by restricting the note issues of banks.

Banks were prohibited from issuing notes that could not be redeemed in specie on demand. Loans on capital paid in were separated from loans on deposits. The loans on capital were restricted to mortgage loans or loans on stock by property banks or other loans not realizable in ninety days. Loans on deposits and specie were restricted to ninety days. Each year the governor of the state was required to appoint three persons to serve as a Board of Currency to examine

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44 New Orleans Commercial Bulletin, October 22, 1839.
45 Ibid., November 1, 2, 16, 1839.
46 Green, pp. 121, 123.
the affairs of the banks. The provision requiring banks to pay out
only their own notes and to settle their respective balances in specie
amounted to a legal expression of the policy adopted by the bank presid-
dents in October 1839. Banks were prohibited from buying, selling,
bartering or trading cotton, sugar, or any other produce and from
buying stock in a corporation.

The banking acts of 1842 severely curtailed credit available from
banks for the subsequent two decades. Loans and discounts prior to
1861 never reached their 1841 level. The higher reserve require-
ments and the prohibition of the enactment or renewal of bank charters
that was written into the state constitution of 1845 were expressions
of the popular aversion toward banks arising from the crisis of 1837-
39.

The impact of the panic and subsequent financial stringency on
the merchant community may be seen in a comparison of city directories.
Of the 266 merchants and commission merchants listed in the 1837 direc-
tory, 164 were listed again in the 1838 directory. The number of mer-
chants who failed in 1839 and 1840 may be estimated by comparing the
1838 directory with the next extant directory, that of 1841. Of the
516 merchants or commission merchants in the former directory, only
239 reappeared in the 1841 directory.

47 Louisiana, Acts Passed At the Second Session of the Fifteenth Legis-
lature of the State of Louisiana (New Orleans, 1842), pp. 26-28,
34-38.

48 Ibid., p. 62.

49 Stephen A. Caldwell, A Banking History of Louisiana (Baton Rouge:
The merchants who did survive the financial crisis operated in a changed credit system. They no longer accepted drafts predicated on future crop production. After 1842, cotton factors generally refused funds to a planter until he had sent the cotton to them. Maunsel White, a New Orleans cotton factor, explained to his friend Andrew Jackson in June 1840, that his firm had given up accepting drafts shipped to its address because those acceptances and the general custom of providing credit had induced planters to purchase more land and slaves than they could afford and others, who had no capital, to buy large estates on credit raised by drafts on New Orleans merchants.

A tabulation of the liabilities of 348 New Orleans merchants who filed bankruptcy petitions in 1842 with the United States District Court for the Eastern District of Louisiana provides a rough idea of the regional distribution of merchants' credit. The liabilities were of three types: book accounts, notes payable, and notes endorsed. Liabilities incurred by individuals in their personal capacity are excluded from the totals.

Tables 4.1 and 4.2 display the liabilities distributed among

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50 Adams and Whitall to John Close, August 14, 1844, John Close MSS, Box 2, Folder 9, Louisiana State University Archives.


52 U. S., District Courts, Eastern District of Louisiana, Bankruptcy Papers Filed Under the Bankruptcy Act of 1842, Record Group 21, National Archives, Fort Worth.
United States and foreign regions. The credit markets basically coincided with the New Orleans commodity markets. The regions extending the most credit were those accounting for a high proportion of New Orleans' total trade. New Orleans banks and merchants loaned more than sixty percent of the total amount of money borrowed from United States lenders and accounted for more than half of all loans from U. S. and foreign creditors. Outside of New Orleans credit markets basically coincided with the New Orleans commodity markets. The Middle Atlantic, which accounted for a higher proportion of New Orleans trade than any other coastwise region, also extended more credit than any other domestic credit market. Within that region New Orleanians were indebted principally to New York and Philadelphia lenders. The Gulf South ranked second to the Middle Atlantic in the value of credit supplied to New Orleans borrowers. Within that region about sixty percent of the loans were borrowed from Mississippi creditors. Indebtedness to New England creditors amounted to less than that owed to Gulf South creditors. About seventy percent of the funds borrowed from New England were owed to Boston creditors. Of lesser importance as a credit market than the Middle Atlantic, Gulf South, and New England, was the South Atlantic. Within that region indebtedness to Virginia creditors exceeded that owed to creditors in any other state.

Ohioans supplied nearly sixty percent of the loans emanating from the upriver region. The lion's share of the debts had been borrowed from Cincinnati lenders. Kentucky ranked second to Ohio as an upriver source of loans to New Orleans merchant borrowers.

As shown in Table 4.2, Britain was the leading creditor among foreign credit markets, and most of the borrowed funds were owed to
London or Liverpool lenders. Bremen and Hamburg were the principal North Sea credit markets. Loans from France were borrowed from Paris, Havre, Marseilles, Bordeaux, and Rheims financiers. About half of the debts were payable to Paris lenders. Havana firms supplied more than ninety percent of the credit from the Caribbean.

Various considerations caused merchants to enter into bankruptcy proceedings. For example, James Evans and Co. presented a schedule showing an equal amount of liabilities and assets. He owed notes payable to New York, Philadelphia, and New Jersey creditors. His assets were in payments due on book accounts with borrowers in Louisiana, Mississippi, and Tennessee. Undoubtedly falling cotton prices prevented him from collecting on his loans. 53

Merchants commonly operated in partnerships. Some firms specialized in a particular product; others marketed a variety of products. An example of the latter type was Gottschalk Reimers and Co. At the time it filed for bankruptcy, its inventory listed platillas (white linens), woolen socks, coffee mills, liquor cases, bobbins, and bagging. Its book debts were on accounts with New York, Philadelphia, Baltimore, Mobile, Cincinnati, Havana, and Hamburg creditors. 54

H. C. Cammack and Co. specialized in shipping cotton to Liverpool. Among its liabilities were notes payable to the Union Bank, Bank of Louisiana, Bank of Mobile, Bank of England, and F. de Lizardi & Co. The firm maintained book accounts with British cotton buyers. Its bankrupt status occurred in part because borrowers did not repay

53 Ibid., Case 130.
54 Ibid., Case 423.
### TABLE 4.1

**REGIONAL DISTRIBUTION OF LIABILITIES OWED BY NEW ORLEANS MERCHANTS FILING BANKRUPTCY PETITIONS IN 1842**

<table>
<thead>
<tr>
<th>Region</th>
<th>Liabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Orleans</td>
<td>$15,809,319</td>
</tr>
<tr>
<td>Louisiana (New Orleans excluded)</td>
<td>600,000</td>
</tr>
<tr>
<td>Gulf South</td>
<td>1,430,403</td>
</tr>
<tr>
<td>South Atlantic</td>
<td>806,804</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>3,446,944</td>
</tr>
<tr>
<td>New England</td>
<td>807,060</td>
</tr>
<tr>
<td>Arkansas</td>
<td>7,804</td>
</tr>
<tr>
<td>Tennessee</td>
<td>287,898</td>
</tr>
<tr>
<td>Kentucky</td>
<td>379,068</td>
</tr>
<tr>
<td>Missouri</td>
<td>81,145</td>
</tr>
<tr>
<td>W. Pennsylvania</td>
<td>33,865</td>
</tr>
<tr>
<td>Ohio</td>
<td>1,359,633</td>
</tr>
<tr>
<td>Illinois</td>
<td>16,284</td>
</tr>
<tr>
<td>Indiana</td>
<td>28,751</td>
</tr>
<tr>
<td>Iowa</td>
<td>119,772</td>
</tr>
</tbody>
</table>

**SOURCE:** Record Group 21, U. S. District Courts, Eastern District of Louisiana, Bankruptcy Papers Filed Under the Bankruptcy Act of 1841.
<table>
<thead>
<tr>
<th>Country</th>
<th>Liabilities Owed (in $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>England</td>
<td>1,175,186</td>
</tr>
<tr>
<td>France</td>
<td>402,454</td>
</tr>
<tr>
<td>Prussia-Low Countries</td>
<td>521,773</td>
</tr>
<tr>
<td>Italy</td>
<td>2,865</td>
</tr>
<tr>
<td>Spain</td>
<td>26,278</td>
</tr>
<tr>
<td>Russia</td>
<td>80,899</td>
</tr>
<tr>
<td>Caribbean</td>
<td>417,914</td>
</tr>
<tr>
<td>Mexico</td>
<td>50,043</td>
</tr>
<tr>
<td>South America</td>
<td>13,882</td>
</tr>
<tr>
<td>Texas</td>
<td>68,149</td>
</tr>
<tr>
<td>Other</td>
<td>3,872</td>
</tr>
</tbody>
</table>

**SOURCE:** Record Group 21, U. S. District Courts, Eastern District of Louisiana, Bankruptcy Papers Filed Under the Bankruptcy Act of 1841.
advances made on shipments of cotton.  

Marketing the commodities that made up the cargoes shipped into and out of New Orleans was a function carried on by commission merchants or factors. The 1838 city directory listed 334 commission merchants. The factorage system evolved as a means of overcoming the inefficiencies associated with the older marketing procedures. Prior to the 1820s, country merchants purchased products from farmers and accompanied the flatboat cargoes downriver to New Orleans where they sold the produce and bought new supplies. Merchants located near a river might purchase a flatboat cargo in transit and barter the goods for cotton or tobacco then load the cotton and tobacco on the flatboat to sell in New Orleans. The practice of accompanying cargoes to New Orleans and returning upriver with supplies took between six months and a year.  

Factors fulfilled various functions for planters. They extended credit, arranged the sale of farm products, obtained shipping, and provided storage. They generally charged a 2½ percent rate on the sale or purchase of consignments and for chartering vessels. The commission charges were debited to the account of the consignor. Among financial services offered by factors were the selling, remitting, and

55 Ibid., Case 340.

56 Woodman, pp. 10-11.

purchasing of bills of exchange. Factors also purchased and sold specie, collected dividends and interest, and received and paid money for commissions.  

Like other merchants, commission merchants were generally organized in partnerships. Some of them specialized in certain product lines or in trading in particular markets. Firms typically had partners in different cities. The title of a firm varied if it maintained facilities in towns in addition to New Orleans. For example, Washington, Jackson and Company of New Orleans conducted business under the name Jackson, Todd and Company in Philadelphia and Todd, Jackson and Company in Liverpool. "We either sell here or ship to our house in Liverpool, as our friends may desire," a member of the New Orleans branch informed a Mississippi planter, "as it is mostly the same thing to our Mr. Jackson -- whether we sell here or in Liverpool."

In addition to making purchases for planters, local commission firms purchased for the account of other firms usually located overseas or in the East. In making such purchases, the local commission merchant drew a bill on the eastern or foreign house and discounted the bill at a New Orleans bank. The bill's tenure might extend from ten to sixty days. It was customary to charge 1½ to 2½ percent for drawing bills on domestic houses.

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59 Quoted in Woodman, pp. 16-17.

60 Buck, p. 82.
Factors pursued a variety of tactics in attempting to achieve the highest possible return from a sale. One factor explained to his customer that he would sell cotton for Citizens' Bank notes instead of specie because he could get a higher price payable in paper and could exchange Citizens' Bank notes for Louisiana State Bank notes. He would then give his customer the difference between the Louisiana State Bank notes and the Citizens' Bank notes. Maunsel White advised his consignee, John Henderson & Co of Baltimore, that if he found the price of molasses unfavorable, to store it and sell later, but if prices were favorable to sell at once.  

In selling their consignments, southern factors relied upon the services of brokers who acted as middlemen between buyers and factors. The buyer bore the cost of the broker's commission of one-half percent. Brokers often helped buyers and sellers agree on the grade or quality of a product prior to its sale.

The 1838 city directory listed 138 brokers. They, like commission merchants, specialized in different products. Cotton brokers graded, weighed and ship-marked cotton. The ship marks were safeguards relied upon to identify the cotton with a particular ship, broker, commission merchant, and planter. After they were ship-marked, the cotton bales were pressed and taken to the levee where they were received by a ship's clerk and loaded aboard the ship by stevedores.

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61 Letter Book 302, Maunsel White Papers, University of North Carolina Southern Historical Collection.


The New Orleans business community in the 1830s perceived other port cities to be rivals threatening the Crescent City's economic well being. Of great concern to merchants was the possibility that their commercial competitors might undertake internal improvement projects which would divert trade from the Mississippi. A solution to the problem that was repeatedly suggested by the local press was the establishment of packet lines to Europe. The construction of co-op warehouse facilities and the organization of a general auction system that would enable merchants to purchase imports at lower prices were also suggested as remedies.

New York, on which so much of New Orleans' export trade depended, was perceived by commercial boosters as having a harmful effect on New Orleans commerce. The Bee, an organ of the Whig party, advocated a line of packets to Havre and Liverpool as a means of countering New York's dominance in the import trade. The Bee believed that packet ships would enable New Orleans merchants to purchase imported merchandise on cheaper terms by avoiding payment of commissions to New York importers. The paper lamented that so many of New Orleans merchants were commission agents of "headmen" in New York that the energies of New Orleans were made subordinate to those of New York. It urged New Orleans merchants to trade on their own account and import goods directly from the producing country to escape such subordination.

64 New Orleans Bee, September 28, 1836.

65 Ibid., March 28, 1836.

66 Ibid., August 24, 1835.
Those concerned with New Orleans' future prosperity considered Charleston as ranking next to New York as a threat to the city's commercial dominance of the Mississippi valley. They feared that the trade of the Ohio River would be diverted by completion of a railroad westward from Charleston. The Bee warned that if Charleston completed the railroad she would supply merchandise to all the towns along the route with the same advantage that New York supplied its interior. The Bee entreated the business community to throw off its apathy and "display but a modicum of public spirit evinced by Charleston, and all efforts to interfere with her [New Orleans] trade will prove fruitless."68

It was natural for Louisianians to view railroad building as a means of retaining or enlarging their trade with the upriver hinterland against the perceived encroachments by railroad projects of other states. In the period 1828-38, the Louisiana state legislature granted charters to no less than twenty-four railroads. Ten other lines were proposed but failed to procure charters. Many of the charters were obtained for speculative purposes, and the proposed lines were never completed. Most of them were intended to serve only local needs.69 Their promoters were listed as directors or stockholders

67 Ibid., October 4, 1936.

68 Ibid., May 20, 1839.

in other railroad corporations.\textsuperscript{70}

The Pontchartrain Railroad was the first to be completed in Louisiana. Among the initial directors were Maurice W. Hoffman, who was to become president of the New Orleans and Nashville; Martin Duralde, a director of the Union Bank of Louisiana and proprietor of a sawmill; Maurice Cucullu, a member of a mercantile firm; and Samuel Jarvis Peters. By the time the road was completed in the spring of 1831, a track 4.5 miles in length ran along Elysian Fields Street to Lake Pontchartrain. In September of the next year a steam engine imported from England gave the railroad the distinction of being the first in the United States to be operated by steam.\textsuperscript{71} The railroad was intended to accommodate freight unloaded from coastwise vessels on Lake Pontchartrain. Along the lake where the road terminated was a village of "whitepainted hotels, cafes, dwellings, storehouses, and bathing rooms." Because there were no wharves along the marshy shore of the lake,\textsuperscript{72} the road's directors must have begun construction in anticipation that such facilities would be built.

The idea of building a trunk-line railroad north from New Orleans was discussed in 1833, when the state Board of Public Works proposed building a rail line to Montgomery to compete with a line planned by Charleston promoters to connect that city with Montgomery. In the

\textsuperscript{70}Alcee Fortier, \textit{Louisiana: Comprising Sketches of Parishes, Towns, Events, Institutions and Persons, Arranged In Cyclopedic Form}, vol. II (Century Historical Association, 1914), pp. 341-42.

\textsuperscript{71}Carey, p. 451.

\textsuperscript{72}Ingraham, vol. 1, p. 173.
following year the Whig press recommended a "great national railroad" from Washington to speed mail delivery and provide passenger service to the Crescent City. A bill providing for a survey of such a route died in the legislature.\(^73\)

In 1834, promoters of a railroad to Nashville formed an association to prepare plans, maps, and cost estimates, and present a charter to the legislature.\(^74\) The following year the Louisiana legislature incorporated the New Orleans and Nashville Railroad Company with a capital stock set at six million dollars. Five thousand shares of the stock, allotted to each of the states of Louisiana, Mississippi, Tennessee, and Alabama, were to be offered for sale for one year. Purchasers of the stock were required to make an initial payment of five dollars on every share subscribed with the balance to be paid in installments at times set by the president and directors of the company. Not more than one third of the subscription of fifty-five thousand shares was required to be repaid in any one year. Subscribers who failed to pay an installment forfeited their stock to the company.\(^75\)

The New Orleans press did its utmost to convince the public that the New Orleans and Nashville enterprise would have a scintillating effect on the trade of the region. The Bee predicted that upon the


\(^74\) Ibid., p. 24.

\(^75\) Louisiana, *Acts Passed At the First Session Of the Twelfth Legislature Of the State of Louisiana* (New Orleans, 1835), p. 8.
completion of the New Orleans and Nashville the trade of New Orleans would increase to an extent that could not be foreseen or imagined. The editor boasted that a person in Nashville would have the opportunity of tasting the pineapples and oranges of Cuba six days after they had been plucked from the trees.\textsuperscript{76} The \textit{Picayune} envisioned hotels, gardens, and villas that would spring up along the route and make the New Orleans and Nashville the continual resort of pleasure parties.\textsuperscript{77}

The railroad's president, Maurice Hoffman, was equally sanguine about the future of his enterprise. He planned a company town sixty miles north of New Orleans on the Tangipahoa River. The proposed settlement, named Uncle Sam, was to include a hotel, college, and factories that would operate on power generated by a dam and reservoir on the river. In January 1837, Hoffman's company began selling lots in Uncle Sam.\textsuperscript{78} To facilitate construction, the state legislature, in March 1837, guaranteed railroad bonds with a face value of five hundred thousand dollars bearing an interest of six percent. The railroad was to pay the interest on the bonds from a sinking fund. In return for the state's guarantee, the railroad executed a lien and mortgage of its property in favor of the state of Louisiana.\textsuperscript{79}

\textsuperscript{76}New Orleans \textit{Bee}, July 31, 1838.

\textsuperscript{77}The \textit{Picayune}, August 5, 1838.

\textsuperscript{78}Reed, p. 28.

\textsuperscript{79}Louisiana, \textit{Acts Passed At the First Session Of the Thirteenth Legislature Of the State of Louisiana} (New Orleans, 1837), p. 110.
In January 1841, President Hoffman reported that the New Orleans and Nashville had advanced to the western side of Lake Pontchartrain, twenty-one miles from the city of New Orleans. He indicated that tracks could be built an additional fifteen miles to Pass Manchac if the legislature relieved the company from payment of interest on its bonds. He thought that if the state exchanged the bonds loaned to the company for stock, other stockholders would be encouraged to finance construction of the road until it began to generate adequate revenue to indemnify the state for the amount of the bonds. 80

In March 1841, a special committee of the state legislature reported that the New Orleans and Nashville had done little business during the winter and could generate no revenue beyond what was needed to keep the road and machinery in repair and pay the officers needed to stay in business until the legislature determined its fate. 81 In 1842, with the railroad unable to pay interest on its bonds and the state of Louisiana in default on its own debt, the state seized the property of the railroad. In March 1844, the state treasurer sold the New Orleans and Nashville line for $53,580 with the proceeds to be used to retire the liabilities of the state. 82

The state of Louisiana and the city of New Orleans had invested $1,001,400 in the New Orleans and Nashville project. They received a

80 Louisiana, Senate Journal, 1841, 15th legislature, 1st session, p. 17.

81 Ibid., p. 95.

82 Ibid., p. 30.
return of about a tenth of that investment, exclusive of interest. Private citizens had spent another $34,062 in stock subscriptions and contributed unknown amounts in stock payments and surveys.  

By 1840, of $3,569,744 that had been invested in Louisiana railroads, nearly fifty-five percent came from federal, state, or local governments. Yet only 120 miles of track were in operation, and of that amount fewer than twenty miles were of any use to New Orleans. Although the state had spent only $1,098,000 on railroads compared to $17,000,000 loaned to banks, interest payments on loans to the railroads comprised nearly forty-two percent of the interest payments that burdened an insolvent state treasury. A growing population would continue to have to rely on the river system as the chief means of transport.

By 1830, the population of New Orleans had reached 46,310, and it doubled during the ensuing decade. The city's exceptional growth rate enabled it to remain one of the five largest cities in the nation. Within the southern hinterland, Arkansas exhibited the greatest increase in population in the 1830s, followed by Mississippi and Missouri (see Table 6, Appendix I). Although more than half the southern hinterland's population was concentrated in Kentucky and Tennessee, the combined population of those two states grew at an average rate of only seventeen percent compared to a rate of ninety-nine percent.

Ibid., pp. 30-31.

Ibid., pp. 58-59.

for the entire southern hinterland.

The proportion of slaves within the population of the southern hinterland remained relatively constant in the 1830s. Their concentration was highest in Louisiana exclusive of Orleans Parish and lowest in Arkansas and Missouri. In absolute numbers of slaves, Mississippi ranked third behind Kentucky and Tennessee in 1830, but by 1840 it contained the largest slave population.

The population of the western hinterland in the 1830s increased by eighty-four percent compared to a forty-nine percent increase in its southern counterpart. By 1840, the populations of the two hinterlands were nearly equal. About half the population of the western area lived in Ohio. The most rapid growth occurred in Illinois. Iowa remained the most sparsely settled state.

Table 4.3 ranks the ten leading manufactures in the West and South by value of output. Furniture, woolen goods, hats and caps, and metals were among the leading manufactures of the West but not the South. Cordage, sugar, and tobacco ranked among the ten leading southern manufactures but were not among the top ten in the West. Among the western states and regions, Ohio ranked first in the value of output of each of the ten leading manufactures. Output was more dispersed in the South. Mill, cordage, tobacco, cotton, and leather production was concentrated in Kentucky. Carriage and wagon production centered in Tennessee. Bricks, lime and sugar were Louisiana specialties. The value of buildings in Orleans Parish outranked that of any other state or area in the South.

Tables 4.4 and 4.5 display the per-capita output of grain and staples in the western and southern hinterlands. Per capita output
of cereal grain in northern Alabama exceeded that of any other state or area in the New Orleans region. Missouri and Arkansas ranked second and third in per capita output of cereal grain within the South. Corn was the leading grain in all three states. Within the west Indiana, Illinois, and Ohio ranked first, second, and third respectively in per capita output of grain.

Tobacco, cotton, and sugar were southern specialties. Per capita production of tobacco in Kentucky was nearly twice that of Tennessee. Per capita cotton production was highest in Mississippi followed by Louisiana and northern Alabama. Production of sugar was concentrated in the parishes of southern Louisiana.

As shown in Table 4.6, the dollar value of farm products greatly exceeded the receipts of foodstuffs. Sugar continued to be excluded from statistics reported to the federal government. All of the farm products exhibited a high rate of growth from the beginning to the end of the thirties. The increase in receipts of flour, lard, and apples accounted for a large share of the increase in food receipts. By 1839-40, receipts of commodities from the interior were nearly triple their 1829-30 level.

The 1830s had been marked by an upswing in commodity prices and an expansion of the banking and credit sector until cotton prices began to fall in April 1837. The well-being of banks in both the United States and Britain hinged on the course of cotton prices. Following the collapse of the British cotton market, banks and merchants curtailed loans to planters, causing widespread foreclosures and bankruptcies among planters and merchants. In Louisiana the crisis of
1837-42 engendered popular antipathy toward banks that was expressed in restrictive legislation. Factors as a rule no longer accepted anticipated crops as security for loans. Despite the crisis of the latter thirties, a growing volume of commodities from the upriver hinterland arrived at the New Orleans market, belying the fears expressed by some New Orleanians that their city's position as the largest market for the products of the South and West might be undercut by internal improvement projects of other states. The diffusion of those products in interregional and international trade is considered in the following chapter.
### Table 4.3

**Manufactures Ranked by Value of Output**

1840

<table>
<thead>
<tr>
<th>Western Hinterland</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mills</td>
<td>$15,364,318</td>
</tr>
<tr>
<td>Buildings</td>
<td>8,147,803</td>
</tr>
<tr>
<td>Leather, tannery, saddlery</td>
<td>3,564,431</td>
</tr>
<tr>
<td>Machinery</td>
<td>1,585,069</td>
</tr>
<tr>
<td>Furniture</td>
<td>1,378,188</td>
</tr>
<tr>
<td>Bricks and lime</td>
<td>1,349,009</td>
</tr>
<tr>
<td>Carriages and wagons</td>
<td>1,297,972</td>
</tr>
<tr>
<td>Woolen goods</td>
<td>1,206,318</td>
</tr>
<tr>
<td>Hats and caps</td>
<td>1,165,590</td>
</tr>
<tr>
<td>Various metals</td>
<td>1,067,581</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Southern Hinterland</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Buildings</td>
<td>8,016,962</td>
</tr>
<tr>
<td>Mills</td>
<td>6,081,720</td>
</tr>
<tr>
<td>Bricks and lime</td>
<td>2,002,755</td>
</tr>
<tr>
<td>Cordage</td>
<td>1,523,396</td>
</tr>
<tr>
<td>Sugar</td>
<td>1,470,000</td>
</tr>
<tr>
<td>Machinery</td>
<td>774,543</td>
</tr>
<tr>
<td>Tobacco</td>
<td>743,803</td>
</tr>
<tr>
<td>Cottons</td>
<td>686,203</td>
</tr>
<tr>
<td>Carriages and wagons</td>
<td>555,563</td>
</tr>
<tr>
<td>Leather, tannery, saddlery</td>
<td>496,091</td>
</tr>
</tbody>
</table>

*Source: Compendium of the Enumeration of the Inhabitants*
**TABLE 4.4**

**SOUTHERN HINTERLAND PER CAPITA OUTPUT OF GRAIN AND STAPLES**

1840

<table>
<thead>
<tr>
<th>Item</th>
<th>Kentucky</th>
<th>Tennessee</th>
<th>Mississippi</th>
<th>N. Alabama</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bushels wheat</td>
<td>6.17</td>
<td>5.53</td>
<td>.52</td>
<td>2.55</td>
</tr>
<tr>
<td>Bushels barley</td>
<td>.02</td>
<td></td>
<td>.02</td>
<td></td>
</tr>
<tr>
<td>Bushels oats</td>
<td>9.18</td>
<td>8.50</td>
<td>1.78</td>
<td>5.21</td>
</tr>
<tr>
<td>Bushels rye</td>
<td>1.70</td>
<td>.37</td>
<td>.03</td>
<td>.17</td>
</tr>
<tr>
<td>Bushels Indian corn</td>
<td>2.30</td>
<td>6.01</td>
<td>35.03</td>
<td>63.42</td>
</tr>
<tr>
<td>Total per capita output of cereal grain</td>
<td>19.35</td>
<td>20.40</td>
<td>37.37</td>
<td>71.38</td>
</tr>
<tr>
<td>Pounds of tobacco</td>
<td>68.52</td>
<td>35.63</td>
<td>.22</td>
<td>1.11</td>
</tr>
<tr>
<td>Pounds of cotton</td>
<td>.89</td>
<td>33.40</td>
<td>515.00</td>
<td>406.00</td>
</tr>
<tr>
<td>Pounds of sugar</td>
<td>1.77</td>
<td>.31</td>
<td></td>
<td>.06</td>
</tr>
</tbody>
</table>
TABLE 4.4 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Arkansas</th>
<th>Missouri</th>
<th>Louisiana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bushels wheat</td>
<td>1.09</td>
<td>2.70</td>
<td></td>
</tr>
<tr>
<td>Bushels barley</td>
<td>.02</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bushels oats</td>
<td>1.95</td>
<td>5.82</td>
<td>.30</td>
</tr>
<tr>
<td>Bushels rye</td>
<td>.06</td>
<td>.18</td>
<td></td>
</tr>
<tr>
<td>Bushels Indian corn</td>
<td>49.67</td>
<td>45.17</td>
<td>16.89</td>
</tr>
<tr>
<td>Total per capita output of cereal grain</td>
<td>52.77</td>
<td>53.94</td>
<td>17.20</td>
</tr>
<tr>
<td>Pounds of tobacco</td>
<td>15.21</td>
<td>23.63</td>
<td>.34</td>
</tr>
<tr>
<td>Pounds of cotton</td>
<td>61.78</td>
<td>.31</td>
<td>432.00</td>
</tr>
<tr>
<td>Pounds of sugar</td>
<td>.02</td>
<td>.72</td>
<td>34.03</td>
</tr>
</tbody>
</table>

### TABLE 4.5
WESTERN HINTERLAND PER CAPITA OUTPUT OF GRAIN AND STAPLES
1840

<table>
<thead>
<tr>
<th>Bushels wheat</th>
<th>Bushels barley</th>
<th>Bushels oats</th>
<th>Bushels rye</th>
<th>Bushels Indian corn</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Pennsylvania</td>
<td>9.79</td>
<td>11.32</td>
<td>5.97</td>
<td>7.12</td>
</tr>
<tr>
<td>Ohio</td>
<td>11.32</td>
<td>13.44</td>
<td>9.47</td>
<td>22.15</td>
</tr>
<tr>
<td>1840 Indiana</td>
<td>5.97</td>
<td>8.72</td>
<td>10.47</td>
<td>5.02</td>
</tr>
<tr>
<td>Illinois</td>
<td>7.12</td>
<td>10.47</td>
<td>47.53</td>
<td>41.5</td>
</tr>
<tr>
<td>Iowa</td>
<td>3.73</td>
<td>5.02</td>
<td>32.62</td>
<td></td>
</tr>
</tbody>
</table>

Total per capita output of cereal grain

<table>
<thead>
<tr>
<th>W. Pennsylvania</th>
<th>Ohio</th>
<th>Indiana</th>
<th>Illinois</th>
<th>Iowa</th>
</tr>
</thead>
<tbody>
<tr>
<td>32.75</td>
<td>43.63</td>
<td>55.97</td>
<td>45.47</td>
<td>41.5</td>
</tr>
</tbody>
</table>

Pounds of tobacco

<table>
<thead>
<tr>
<th>W. Pennsylvania</th>
<th>Ohio</th>
<th>Indiana</th>
<th>Illinois</th>
<th>Iowa</th>
</tr>
</thead>
<tbody>
<tr>
<td>.06</td>
<td>3.91</td>
<td>2.65</td>
<td>1.18</td>
<td>.19</td>
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</tbody>
</table>

Pounds of cotton

<table>
<thead>
<tr>
<th>W. Pennsylvania</th>
<th>Ohio</th>
<th>Indiana</th>
<th>Illinois</th>
<th>Iowa</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>.42</td>
</tr>
</tbody>
</table>

Pounds of sugar

<table>
<thead>
<tr>
<th>W. Pennsylvania</th>
<th>Ohio</th>
<th>Indiana</th>
<th>Illinois</th>
<th>Iowa</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.43</td>
<td>4.18</td>
<td>5.43</td>
<td>.84</td>
<td>23.87</td>
</tr>
</tbody>
</table>

### TABLE 4.6

RECEIPTS OF SELECTED PRODUCTS FROM THE INTERIOR
AT NEW ORLEANS

<table>
<thead>
<tr>
<th></th>
<th>1829-30</th>
<th>1839-40</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$12,327,429</td>
<td>$36,543,753</td>
</tr>
<tr>
<td>Tobacco</td>
<td>1,597,047</td>
<td>4,121,760</td>
</tr>
<tr>
<td>Corn</td>
<td>42,478</td>
<td>409,417</td>
</tr>
<tr>
<td>Oats</td>
<td>8,056</td>
<td>120,078</td>
</tr>
<tr>
<td>Wheat</td>
<td></td>
<td>106,117</td>
</tr>
<tr>
<td><strong>Total Farm Products</strong></td>
<td>13,975,010</td>
<td>41,301,125</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apples</td>
<td>13,406</td>
<td>49,506</td>
</tr>
<tr>
<td>Beans</td>
<td>16,230</td>
<td>14,873</td>
</tr>
<tr>
<td>Potatoes</td>
<td>7,259</td>
<td>29,627</td>
</tr>
<tr>
<td>Corn meal</td>
<td>6,107</td>
<td>2,460</td>
</tr>
<tr>
<td>Butter</td>
<td>60,808</td>
<td>108,868</td>
</tr>
<tr>
<td>Beef</td>
<td>59,916</td>
<td>137,491</td>
</tr>
<tr>
<td>Pork</td>
<td>2,175,372</td>
<td>2,949,524</td>
</tr>
<tr>
<td>Flour</td>
<td>687,218</td>
<td>2,436,741</td>
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<tr>
<td>Lard</td>
<td>204,464</td>
<td>888,115</td>
</tr>
<tr>
<td><strong>Total Foods</strong></td>
<td>3,230,780</td>
<td>6,617,205</td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>10,562</td>
<td>30,931</td>
</tr>
<tr>
<td>Lead</td>
<td>955,519</td>
<td>1,158,133</td>
</tr>
<tr>
<td><strong>Total Metals</strong></td>
<td>966,081</td>
<td>1,189,064</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey</td>
<td>243,910</td>
<td>737,312</td>
</tr>
<tr>
<td>Porter</td>
<td>10,889</td>
<td>1,084</td>
</tr>
<tr>
<td><strong>Total Spirits</strong></td>
<td>254,799</td>
<td>738,396</td>
</tr>
</tbody>
</table>
TABLE 4.6 (Con't)

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>1829-30</th>
<th>1839-40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Candles</td>
<td>8,882</td>
<td>10,717</td>
</tr>
<tr>
<td>Linseed oil</td>
<td>43,056</td>
<td>7,020</td>
</tr>
<tr>
<td>Soap</td>
<td>1,876</td>
<td>100</td>
</tr>
<tr>
<td>Rope</td>
<td>170,013</td>
<td>217,304</td>
</tr>
<tr>
<td>Shot</td>
<td>80,010</td>
<td>32,445</td>
</tr>
<tr>
<td>Staves</td>
<td>14,050</td>
<td>29,333</td>
</tr>
<tr>
<td>Tallow</td>
<td>21,178</td>
<td>5,040</td>
</tr>
<tr>
<td><strong>Total Merchandise</strong></td>
<td><strong>339,065</strong></td>
<td><strong>301,959</strong></td>
</tr>
</tbody>
</table>

CHAPTER V
THE SEABORNE COMMERCE OF NEW ORLEANS IN 1837 AND 1846

The tables in Appendix III reveal the basic trade relationships between New Orleans and domestic and foreign ports in 1837 and 1846. Foreign export and import markets were more important in New Orleans' commerce than domestic markets. New Orleans exported most cotton to Britain and France and imported from those countries salt, naval stores, and manufactured items. Grain became a significant foreign export in 1846. The Caribbean and the British Isles were the largest markets for foods. Mexico, South America, and Texas were the largest export markets for miscellaneous merchandise. Cotton was the leading export by value to foreign ports. Coffee was the leading import by value from foreign ports.

Among domestic regions New Orleans conducted the largest share of trade with the Middle Atlantic ports of New York, Philadelphia, and Baltimore. Cotton led among export receipts to all domestic regions. Its share among exports was largest at New England. Foods' share among exports was greatest at the South Atlantic ports. Tobacco and candles accounted for the largest share of domestic imports.

A merchandise trade balance in New Orleans' favor existed with every major domestic port in 1837 and 1846 (see Tables 19-27). In 1837, the surplus was largest with New York and Boston and smallest with Mobile. By 1846, trade with Philadelphia showed the greatest surplus, while the smallest was generated in the trade with Pensacola.

Consumption of raw cotton by the New England textile mills made that region New Orleans' leading cotton market in 1837 and 1846 (see
Tables 3, 4, 11, and 12, Appendix III). The volume of exports in 1846 was significantly above the 1837 level, probably because 1846 was a year in which manufacturers' inventories were unusually low.\textsuperscript{1} Other commodities, notably tobacco, grain, sugar, molasses, pork, flour, lard, coffee, lead, iron, soap, whiskey, and wine, were also exported to the region. New England was a food-deficit region and relied upon grain and foodstuffs from New Orleans and other regions to supply its needs. Its position as the leading market for iron in 1837 coincided with railway construction projects that would, in the 1840s, link Boston with Portland, Montreal, Albany, and New York.\textsuperscript{2} Exports of iron in the 1830s to New England paralleled increased shipments to the region of anthracite coal, which fueled the growth of the metals' sector.\textsuperscript{3} A large share of the lead exports was undoubtedly consumed in glass manufactories.

In 1837 and 1846, commodities that were imported from New England but were not exported to the region were fish, nails, salt, candles, glassware, naval stores, and hardware. Candles ranked first among total import receipts from the region. The twenty percent decline in


the share of that product marketed at New Orleans in 1846 was attributable to a decline in volume. The reduction coincided with a doubling of the volume of candles received from upriver producers in 1845-46 over the 1844-45 level.\(^4\) In sum, the basic pattern of commerce with New England was one in which farm products had foodstuffs were exported and processed and semi-processed goods such as candles and nails were imported.

Commerce with the Middle Atlantic ports in 1837 and 1846 was characterized by exports of farm products and foods that greatly exceeded imports of those products. Among metals lead was largely exported; iron and nails were predominantly imported. Hides, glassware, staves, and wine were other products exported in greater volumes than they were imported.

In 1837 and 1846, the Middle Atlantic constituted the largest market for exports of tobacco, sugar, molasses, pork, lard, lead, and soap. Substantial quantities of flour and grain supplemented receipts at New York on the Erie Canal. The Middle Atlantic's population of 5,074,000 in 1840 was more than twice the size of the South Atlantic's. An increase of 1,500,000 in the 1840s nearly equalled the combined population growth of the other three regions.\(^5\) Among the major ports in the region, New York took nearly all of the grain and flour exports in 1846. Baltimore and Philadelphia were insignifi-


cant as markets for New Orleans grain and flour. They received wheat, flour, rye, cloverseed, whiskey, and salted provisions exported from eastern Pennsylvania. In the 1840s, the historically high levels of production of grain and other products in Philadelphia and its hinterland were generated by demand in eastern markets.

In 1837, cotton and sugar accounted for the largest share of exports to the Middle Atlantic. By 1846, sugar had displaced cotton as the leading export among receipts in that region. New York and Philadelphia were sugar-refining centers. The volume of sugar exports increased by sixteen percent in 1846, compared to a two percent increase in the volume of cotton exports. The volume of tobacco exports declined by sixteen percent from the 1837 level. Undoubtedly by 1846, the Middle Atlantic was relying to a greater extent on tobacco supplies forwarded from ports within that region or from the South Atlantic.

Among commodities imported at New Orleans in 1837 and 1846, the Middle Atlantic ports supplied the bulk of tobacco, coffee, nails, lead, iron, textiles, and wine. Grain imports from the region in 1837 were insignificant as New Orleans was supplied almost entirely from production within its own region. Tobacco led among receipts from the Middle Atlantic. The largest share of it was shipped from Baltimore, which was located in a state that specialized in tobacco production.

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7 Ibid., p. 184.
Exports of grain and imports of tobacco were the basic features of commercial interaction between New Orleans and the South Atlantic. Cotton was not traded in significant quantities with that region, which imported significant quantities of food and exported naval stores and lumber. The South Atlantic was New Orleans' least important market for tobacco, grain, and cotton. Although it had a population of greater size than New England, the South Atlantic states in 1846 received only about a fifth of the volume of grain that was shipped to New England. Apparently Philadelphia and Baltimore were more important as grain suppliers to the South Atlantic than New Orleans.

All foods except beef, fish, and cocoa in 1837, and fish and cocoa in 1846, were exported to the South Atlantic. In both 1837 and 1846, sugar ranked first in value among exports to the region. The twenty-one percent decline from 1837 to 1846 in that product's share among total exports occurred as a result of increases in quantities of pork, flour, lard, beef, and coffee exports. The increase in the region's share of domestic imports in 1846 resulted from growth in the volume of tobacco imports by a factor of five (see Table 29, Appendix III).

Food deficiency in the Gulf South determined the trade patterns in that region. In 1837, it imported greater quantities of every food item shown in Table 11 than it exported and it was New Orleans' largest market for grain. In 1846, the Middle Atlantic and New England displaced it as a grain market, suggesting that the Gulf South was drawing an increasing share of its grain imports from the surplus
produced in the Middle Atlantic. New Orleans was a net importer of salt, hides, and lumber from the region. Pensacola was the chief supplier of lumber. Located in an area rich in yellow pine, cypress, ash, and other timber, Pensacola was by the 1840s exporting lumber throughout the world. New Orleans was its major market.  

In 1837, flour ranked as the leading export by value at Gulf South ports. Florida was its largest market. In 1846, cotton displaced it as the leading export despite a one-third increase in the volume of flour over the 1837 level. Exports of raw cotton were probably forwarded to the East Coast or Europe to pay for imports.  

In 1837, the leading import by value from the Gulf South was salt supplied by Mobile. Since 1819, salt works had been in operation along the Tombigbee River in Clarke County located in southwestern Alabama. At one time these works employed about two thousand people.  

By 1846, tobacco, which probably originated in the South Atlantic, became the leading import. Tobacco imports had risen substantially above their 1837 level; the volume of salt imports had declined by about forty percent.  

A rough comparison may be made between the New Orleans trade statistics and those of Philadelphia calculated by Lindstrom for the year 1837. For both New Orleans and Philadelphia, the value of trade with the Middle Atlantic exceeded that with each of the other three

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regions. New England, the South Atlantic, and the Gulf South ranked second, third, and fourth respectively in their shares of total domestic trade with both cities. Among commodity groupings exported from Philadelphia, unnamed merchandise accounted for the largest share of receipts followed by fuel, foods, textiles, and shoes, and liquors. No other grouping amounted to more than four percent of Philadelphia's exports.⁠¹⁰ Among New Orleans' commodity groupings, farm products and foods accounted for nearly identical shares of coastwise exports at forty-three and forty-one percent, respectively. Metals, because of lead shipments, were more prominent and liquor less prominent in New Orleans' exports than Philadelphia's. New Orleans was not a significant exporter of coal or other fuel.

Among import groupings at Philadelphia, Lindstrom found that merchandise, foods, farm products, and textiles ranked first, second, third, and fourth, respectively, in their shares of total receipts.⁠¹¹ No other commodity grouping exceeded four percent of the dollar value of imports. Merchandise also accounted for the largest share of imports into New Orleans. Farm products and liquor ranked second with each accounting for seventeen percent of New Orleans imports. The share of foods was fourteen percent.

Among coastwise exports from Philadelphia in 1837, the largest share of foods was marketed in the Middle Atlantic and the smallest

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¹⁰ Lindstrom, p. 68.

¹¹ Ibid., p. 77.
share in the South. The highest proportion of foods among New Orleans' exports was at the South Atlantic and lowest at New England. As an import into Philadelphia, food ranked highest among receipts from the South and lowest among receipts from New England. Similarly, among New Orleans' imports the highest proportion of foods was in receipts from the Gulf South and lowest among receipts from New England.

Farm products in 1837 did not amount to as much as four percent of Philadelphia's exports to any region. Their share among New Orleans' exports was greatest at New England. Farm products were far more important in Philadelphia's imports than in its exports. Their largest share was among commodity receipts from the South. In New Orleans' commerce farm products were more important as an export than as an import. Their percentage among New Orleans' import receipts was highest at the South Atlantic.

Great Britain was the principal trading partner of New Orleans and the United States. The value of New Orleans' trade with Great Britain exceeded by seventy percent the value of trade with its second-ranking trading partner, the Caribbean (see Tables 30 and 31, Appendix III). New Orleans exported cotton and tobacco to the British Isles in 1837 and 1846, and grain in 1846. Large-scale importations of grain shipped out of New Orleans followed two consecutive bad harvests in Britain and on the Continent and coincided with the repeal of

12 Ibid., p. 75.
13 Ibid., p. 82.
14 Ibid., p. 75.
the Corn Laws, which had given tariff protection to British grain growers. Besides cotton, tobacco, and grain, New Orleans in 1846 was a net exporter of molasses, pork, flour, lard, nails, lead, hides, lumber, and staves to the British Isles. The Crescent City imported more fish, iron, salt, glassware, naval stores, textiles, hardware, whiskey, and wine from the British Isles than it exported to them.

In 1846, the volume of cotton exported to the British Isles exceeded by twenty-eight percent the quantity sent to France (see Table 16, Appendix III). France in the 1840s continued to be the largest producer of cotton textiles on the Continent, but its consumption of raw cotton was only about one-fourth that of Great Britain. Neither in 1837 nor 1846, did Prussia or the Low Countries constitute a market for New Orleans cotton. The Prussian industry was perhaps only a quarter as large as the French at the end of the 1840s. Rural weavers in Prussia depended on imports of British yarn.

Cotton, accounting for more than ninety percent of the value of exports to the British Isles in 1837, declined to seventy-five percent in 1846 (see Tables 7 and 8, Appendix III). The volume of cotton exports increased in 1846 by about twenty percent over the 1837 level, but increased British imports of tobacco, grain, flour, and nails depressed the percentage of cotton among receipts.

Salt dominated import receipts from Britain in both 1837 and 1846. Iron was a significant import in 1837, but not in 1846. Although

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16 ibid., p. 166.
British iron output increased in the 1840s during the British railway boom, iron exports as a percentage of gross product declined after 1844. 17

The value of trade between the United States and France in the antebellum years made France the United States' second leading trading partner. 18 It ranked third to Great Britain and the Caribbean as a trading partner with New Orleans. New Orleans in 1837 and 1846 exported more farm products, foods, and peltries to France than it imported, and it imported more fish, iron, glassware, hardware, and liquors than it exported. Grain was not traded in 1837, but became an important export following two consecutive bad European harvests. In 1837, France was New Orleans' largest market for beef and lead and ranked second to Britain as a market for hides and peltries. The beaver hat was in fashion at the time. In 1846, France continued to be the leading overseas market for lead and ranked ahead of Britain as a market for coffee. Substantial increases in the consumption and imports of raw cotton occurred during the 1837-46 period. 19 Cotton dominated receipts from the export trade with France, though its relative importance declined in 1846 as a result of increased cargoes of flour and lead.


19Landes, p. 165.
In 1837 and 1846, New Orleans was a net exporter of cotton, pork, flour, lard, and candles to the Caribbean. New Orleans was a net importer of tobacco, sugar, molasses, coffee, cocoa, nails, iron, salt, textiles, and lumber from the Caribbean. Textiles, nails, and iron from the Caribbean probably originated in Europe and were exchanged for return loads of tropical products. Imports of sugar supplemented U. S. production that was inadequate to meet consumption needs. Sugar imports into the United States rose from 173.8 million pounds in 1842 to 694.8 million pounds in 1860.\textsuperscript{20}

The decline of the Caribbean as a coffee supplier between 1837 and 1846 coincided with the rise to prominence of Brazil as the leading coffee exporter to the United States. In 1837, the Caribbean supplied ninety-four percent of New Orleans' coffee imports with the bulk of it shipped out of Havana. By 1846, the Caribbean's share had declined to six percent and Brazil's had risen to ninety-one percent (see Tables 17 and 18, Appendix III). Coffee production in Cuba declined as a result of destructive hurricanes and, also, because of trade reprisals taken by the United States in response to Spain's discriminatory duties.\textsuperscript{21} Brazil had, by 1843, become the leading coffee producer in the world, followed in order by Java and Sumatra, Cuba, and St. Domingo.\textsuperscript{22}


Coffee ranked as the leading import by value from the Caribbean in 1837, but by 1846, sugar was dominant among receipts (see Tables 9 and 10, Appendix III). The quantity exported from Havana nearly doubled between 1837 and 1846. As coffee prices declined after 1840, greater amounts of land in Cuba were devoted to the cultivation of sugar.23

Cotton led among export receipts from New Orleans to the Caribbean in 1837. The volume remained about the same in 1846, and the volume of tobacco exports rose from two to fifty-five percent. As a consequence, tobacco accounted for about two-thirds of the value of exports to the Caribbean in 1846. The large shipments of tobacco to Cuba were surprising considering that Cuban tobacco exports were expanding in the 1840s.24 The lack of grain exports from New Orleans in 1837, and their presence in 1846, indicate that New Orleans may have substituted for Europe as a supplier of grain to the Caribbean during years of poor European harvests.

Cotton and tobacco were almost exclusively items of export from New Orleans in the trade between New Orleans and the North Sea ports of Prussia, Holland, and Belgium. Grain was not interchanged, an indication that Prussia and the Low Countries relied on the Baltic to supplement domestic supplies. Among foods pork was imported in 1837; lard and beef were exported in 1846. Metals were not interchanged in 1837, but substantial quantities of lead were shipped to the North


24Ibid., pp. 75, 110.
Sea ports in 1846. Miscellaneous merchandise and liquor were largely imported.

Tobacco led among export receipts to Prussia and the Low Countries in 1837. They took a greater share of the volume of tobacco exports than any other foreign port group. France and the British Isles undoubtedly looked to the Caribbean for supplies. In 1846, cotton replaced tobacco as the leading export to the North Sea ports. The volume of tobacco increased modestly over the 1837 level; cotton exports were five times their 1837 level. Pork in 1837, and wine in 1846 dominated import receipts. In 1846, pork imports declined to only seven percent of their 1837 level; wine imports declined to about three percent of their 1837 level.

Trade in a broad range of commodities occurred between New Orleans and the Republic of Texas. In both 1837 and 1846, New Orleans exported greater quantities of grain, sugar, molasses, flour, lard, nails, lead, iron, salt, glass, soap, hardware, candles, whiskey, and wine than it imported. Texas exported pork and hides to the Crescent City. In 1837, Texas was New Orleans' largest market for grain, molasses, nails, salt, hardware, and whiskey. It was also New Orleans' largest foreign supplier of cotton, tobacco, and lumber. Tobacco accounted for the largest share of exports to Texas in 1837. Cotton was the leading import.

In the trade with Mexico, New Orleans was a net exporter of cotton, pork, flour, lard, nails, iron, glassware, textiles, hardware, candles, lumber, whiskey, and wine. New Orleans was a net importer from Mexico of sugar, coffee, and cocoa in 1837, and hides in 1837 and
1846. Tobacco and grain were not interchanged in significant quantities. In 1837, Mexico took the greatest proportion of iron and wine exported to foreign ports. In 1846, it had become New Orleans' largest foreign market for fish, coffee, iron, naval stores, textiles, hardware, lumber, and wine. Wine dominated export receipts to Mexico in 1837. Cotton accounted for more than three-fifths of export receipts in 1846. An increase in the volume of cotton exported in 1846 occurred as the volume of wine exports declined.

Coffee accounted for more than half of the import receipts from Mexico in 1837. The volume of Mexican coffee exports to New Orleans was only about one-fortieth of the volume received from Havana. In 1846, lumber became the dominant import as Mexican coffee was no longer marketed in significant quantities at New Orleans.

From 1837 to 1846, the dollar value of trade with South America increased by a greater extent than it did with any other foreign port group as a result of burgeoning coffee exports from Brazil. By 1846, South America had become a minor market for foods and lumber. Flour accounted for about half the value of exports marketed there.

In 1846, cotton, tobacco, beef, lead, and staves were marketed in Italy. Fish and liquors were imported. The value of cotton exports exceeded the value of all other exports. Wine was the most valuable import from Italy.

Tables 19-27 present a monthly merchandise balance of trade between New Orleans and eight ports and one port group. Commodities included in the balance are cotton, tobacco, grain, sugar, molasses, pork, flour, lard, beef, fish, coffee, cocoa, nails, iron, salt, glassware, soap, naval stores, candles, lumber, whiskey-rum, and wine.
Other commodities are excluded because prices are not available or because they cannot be converted into standardized containers. As in 1821 and 1826, the dollar value of food exports to domestic ports exceeded the dollar value of any other commodity group (see Tables 32 and 33). Food export receipts doubled from 1837 to 1846, while cotton export receipts remained about constant. The surplus generated from domestic food exports exceeded the surplus arising from exports of all other commodity groups.

Among domestic ports in 1837, the largest surplus in the New Orleans' merchandise balance of trade with was New York. The surplus peaked in February and March, a time when the last inventories from the fall harvest were cleared. Exports of farm products and foods exceeded imports of coffee, tobacco, and nails. The surplus was smallest in October before the bulk of farm products accumulated.

Trade between New Orleans and Boston ranked second to New York in size of the surplus that was generated. Receipts reached their maximum in March and April on the strength of cotton shipments. No trade was carried on in August or September, as the previous harvest had already been sold, and merchants were awaiting the influx of produce from the upcoming fall harvest. Deficits in October and December arose from imports of candles and whiskey.

Not unexpectedly, cotton shipments were critical to trade with New England ports outside of Boston in 1837, although pork and grain led among exports in April. Imports of candles brought about the largest share of the deficits in February, October, November, and December, 1837. In 1846, the surplus balance with these ports declined by about fifty percent between 1837 and 1846 because of reduced
exports of cotton, grain, and flour. Farm products provided monthly surpluses in 1846. Imports of salt, fish, candles, and lumber left monthly deficits.

As it was with New York and Boston, the surplus with Philadelphia in 1837 was concentrated in the February-March period. Sugar weighed more heavily in the credits with Philadelphia than it did in the Boston trade. Both cities were sugar-refining centers. Metals and liquor were most responsible for deficits with Philadelphia in July, September, October, and December. The surplus increased by a greater amount with Philadelphia from 1837 to 1846 than it did with any other port. Farm products led among export receipts, which were most concentrated in the January-March quarter when crops from the fall harvesting season were pouring into market.

In 1837 the surplus with Baltimore ranked fourth to that in trade with New York, Boston, and Philadelphia. As with those cities, it was concentrated in the February-March period. The share of foods among exports considerably exceeded the receipts of farm products. In contrast to Philadelphia, the year's surplus in the Baltimore trade declined greatly in 1846 from 1837, as a consequence of diminished cotton, tobacco, grain, and coffee exports from New Orleans. Liquor imports in 1846 along with increased imports of nails and tobacco also helped bring about a less favorable trade balance to New Orleans. Food exports that year were most responsible for surplus months.

In the 1837 trade with two principal South Atlantic ports, Charleston and Savannah, shipping was concentrated at Charleston. For most of the year there appeared to be no vessel arrivals and departures in the New Orleans-Savannah trade route. Surpluses existed
in the New Orleans-Charleston route every month but April and June. Foods were more important than farm products among credits. Wine and naval store imports caused a June deficit. In 1846, shipments of grain, whiskey, molasses and iron bolstered the positive trade balance with the South Carolina port. In July lead, which may have been intended for federal fortifications, accounted for most of the export receipts. Grain dominated August and whiskey October exports.

With Savannah in 1837, foods were the leading exports in March and December. Credits arising from cotton sales yielded a January surplus. In 1846, the trade balance with Savannah experienced a sharper decline than it did with any other port. Smaller quantities of cotton, tobacco, and molasses were forwarded from New Orleans in 1846 than in 1837. Foods and grains dominated exports from New Orleans in 1846.

At Pensacola in 1837, as at Charleston, foods were the largest commodity grouping among exports. Shipments of lard accounted for the surplus in July. Flour and pork were also prominent among exports. For most months there were no exports from Pensacola to New Orleans. Lumber was the only item exported in significant quantities from the Florida city. The surplus with Pensacola declined considerably in 1846 from 1837, and was lower than that with any other port in 1846. In 1846, there were reductions in sugar, molasses, lard, salt, and whiskey exported from New Orleans. The only import from Pensacola in 1846 was lumber. It was responsible for the deficit month. Foods remained the largest commodity grouping among exports.

The smallest surplus in the coastwise trade occurred in the New Orleans-Mobile route. As at Charleston and Pensacola, foods were more
prominent than the other commodity groups among exports. Salt was responsible for the lone February deficit in 1837. The increase in the surplus with Mobile in 1846 over 1837 was exceeded only by the increase in the Philadelphia surplus. In 1846, increases in exports of coffee, salt, and candles to Mobile offset declines in cotton, pork, lard, glassware, and whiskey exports from their 1837 levels. Salt imports caused deficits in April and May. Sugar was the key commodity in the January-February surpluses. There was no trade carried on in the July-August period.

As indicated in Table 10, Appendix I, a merchandise balance of trade in New Orleans' favor existed in the foreign trade in the 1837-46 period. The surplus peaked in 1840 in response to an increase in exports and a decline in imports from the 1839 levels. The tonnage balance declined in 1839, 1841, 1843, and 1845, and increased in 1840, 1842, 1844, and 1846. The dollar value per ton of trade more than doubled in 1846 from the 1837 value.

The dollar value of overseas exports of all commodity groups except cotton and liquors increased from 1837 to 1846. The near doubling in the overall foreign merchandise balance of trade from 1837 to 1846 occurred largely in response to an increase in exports of food and farm products. In both years receipts from cotton exports exceeded receipts from exports of all other commodity groups. The surplus arising in the cotton trade was reduced by imports of food, manufactures, and liquors.

The persistent surpluses in New Orleans' domestic and foreign merchandise balance of trade indicate that the New Orleans region may have been "overexporting." In an "overexporting" economy income
from rising exports of such primary products as cotton, sugar, and
tobacco, for which demand is relatively inelastic, accrues to the con-
sumer or landowner and is not allocated among various sectors of the
economy. The terms of trade then become unfavorable to the "over-
exporting" country.\footnote{25}

As was the case during the 1820s, the pattern of trade at New
Orleans for the most part reinforces the Callender-Schmidt-North or
cotton-staple model of U. S. economic development. That theory empha-
sizes income from southern cotton sales to foreign markets and the
Northeast as the most important influence on U. S. economic expansion
before 1860. It was income from sales of cotton that fueled trade
between the Northeast, South, and West. Income from cotton exports
enabled southerners to purchase manufactured goods from the Northeast
and Western Europe and food from the West. Westerners, in turn, used
proceeds from sales of food and farm products to purchase goods from
the East that were shipped overland and via canals to the West. The
eastern-demand model, on the other hand, views economic development
as taking place through production and consumption in local or region-
al markets and does not attach any particular significance to cotton
as an item of trade.

Demand from the Middle Atlantic in 1837 and 1846 made that
region the largest market for domestic exports from New Orleans (see
Table 28, Appendix III). The value of export receipts increased at

\footnote{25}Charles P. Kindleberger, Foreign Trade And The National Economy
The Theory of Economic Growth (London: George Allen & Unwin Ltd.,
each region from 1837 to 1846, with the largest increase occurring in
the Middle Atlantic market. In 1846, it accounted for nearly two-
thirds of the value of New Orleans' domestic exports. Cotton, however,
was no more significant than sugar as an export to that region in
1837, and less significant in 1846. Income from sugar and other
foods exceeded income from cotton in New Orleans' largest domestic
regional market.

In the trade with New England cotton assumed the importance as­
ccribed to it by the cotton-staple theory. It accounted for more than
half the value of all exports to that region. It was the New England
market that enabled cotton to rank as the leading domestic export,
though income from all domestic food exports exceeded cotton receipts.

Income from cotton and food sales to New England and the Middle
Atlantic was used to purchase manufactures. In both 1837 and 1846,
either New England or the Middle Atlantic supplied New Orleans with
the largest domestic regional share of whiskey, wine, glassware, soap,
and candles in general conformity to the pattern described the cotton-
staple theory.

Domestic import receipts amounted to less than twenty percent of
domestic export receipts in 1837 and less than ten percent in 1846.
New England supplied more than half the import receipts in 1837,
thereby substantiating the cotton-staple theory. In 1846, the South
Atlantic's forty-four percent share of import receipts exceeded the
percentage share of each of the other regions on the strength of
tobacco shipments. The value of imports from the Gulf South and New
England declined from 1837 to 1846; import receipts from the South
Atlantic and Middle Atlantic increased over the same period.
The pattern of New Orleans' overseas exports is in closer adherence to the cotton-staple theory than the import pattern. Cotton accounted for the largest share of income received from overseas exports. The volume marketed in the British Isles considerably exceeded the volume marketed in the United States. As New Orleans' largest foreign market, the British Isles imported about sixty percent of the Crescent City's overseas exports in 1837, and forty-eight percent in 1846 (see Table 30). The dollar value of exports to the British Isles and other foreign markets other than Mexico and Africa increased from 1837 to 1846.

The sharpest divergence from the pattern of trade outlined in Douglass North's version of the cotton-staple theory occurred among overseas imports into New Orleans. The British Isles and France ranked first and second respectively as suppliers of imports to the U. S. The value of manufactured goods exceeded the value of tropical products among U. S. imports. At New Orleans, however, the Caribbean supplied the largest share of foreign imports in 1837. South America on the strength of coffee shipments became the leading exporting nation to New Orleans in 1846. As a percentage of foreign exports, imports into New Orleans declined from forty percent in 1837 to twenty-eight percent in 1846 because of a substantial increase in foreign exports. At all U. S. ports the value of imports and exports declined in the 1837–46 period, and in both years the value of imports

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exceeded the value of exports. The pattern of imports and exports at New Orleans in domestic and international trade in 1855 and 1860 and its relationship to the cotton-staple theory is presented in the following chapter.

27 Ibid., pp. 233-34.
CHAPTER VI

THE SEABORNE COMMERCE OF NEW ORLEANS IN 1855 AND 1860

In 1855 and 1860, foreign markets continued to overshadow domestic markets in their commercial importance to New Orleans (see Tables 28 and 29, Appendix IV). Cotton, which accounted for more than two-thirds of foreign exports in 1855, became even more dominant in foreign markets in 1860 (see Tables 7 and 8). Cotton accounted for a smaller portion of receipts among domestic ports than among foreign ports, although cotton export receipts at domestic ports exceeded those of any other commodity. Among foreign imports receipts of coffee ranked ahead of receipts of any other commodity (see Tables 9 and 10). The share of coffee among foreign import receipts declined significantly in 1860, despite an increased volume because the percentage of sugar, cocoa, and wine imports rose above their 1855 levels. Among domestic imports, the dollar value of tobacco exceeded that of any other commodity in 1855. In 1860, cotton had become the leading domestic import (see Tables 5 and 6). In 1855, cotton exports enabled New Orleans to run a surplus in the merchandise balance of trade with every domestic port and port group except Pensacola and Philadelphia. In 1860, a favorable merchandise balance of trade existed with every port and port group except Charleston, Baltimore, and Philadelphia (see Tables 19-28).

With Gulf South ports in 1855 and 1860, New Orleans exported more tobacco, grain, sugar, molasses, pork, flour, lard, beef, coffee, rice, nails, candles, soap, staves, textiles, hardware, whiskey, and wine than it imported. It imported more cotton, fish, lead, and lumber.
than it exported. Imports of iron, salt, and naval stores exceeded exports in 1855. These commodities were largely exported in 1860.

The Gulf South in 1855 and 1860 was New Orleans' largest market for exports of grain, coffee, rice, nails, iron, candles, glassware, soap, lumber, textiles, and whiskey (see Tables 11 and 12). The grain was produced in the upriver hinterland and shipped downriver. None was imported from coastal ports in 1855, and only three percent of the volume exported in 1860 was imported (see Tables 1 and 2). In both years Texas was the largest market. In 1860, per capita corn production in the Texas Gulf Coast region was 24.22 bushels. The southern consumption requirement was 36.5 bushels per capita. The volume of exports to Mobile and Texas declined from 1855 to 1860, while the quantity sent to Florida more than doubled. The Gulf South's position as New Orleans' leading domestic grain market confirmed Diane Lindstrom's findings that Gulf Coast counties depended on surplus corn from the West and upper South to alleviate deficits. A ten percent increase in the volume of grain imported from New Orleans at Gulf South ports from 1855 to 1860 supports her contention that from 1842 to 1861, an increasing proportion of corn received at

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New Orleans was retained in the lower South.³

Coffee was imported almost entirely from Rio de Janeiro and retained in Louisiana and freighted upriver. In both years less than ten percent of the imports was re-exported. Texas took more than half of all exports within the Gulf South.

The volume of rice exports in 1855 was slight in comparison to that of grain and coffee. Table 1 shows that in 1855 the coastal exports of rice must have come from Louisiana farms. It was not imported from the South Atlantic as might be expected. In 1860, Charleston emerged as the largest supplier of imported rice, nearly all of which was consumed within the New Orleans region.

Among metals, nails were largely imported from coastal or upriver suppliers. Domestic markets in 1855 were small compared to overseas markets. In 1860, the volume of coastal imports increased substantially as overseas markets became insignificant. About two-thirds of the iron imports in 1855 were supplied from overseas. In 1860, the proportion imported from overseas relative to coastal imports declined, and the proportion exported to coastal ports increased. The bulk of the shipments was sent to Texas. The 1860 census of manufactures did not list any output of iron in Texas. By comparison the value of output in Mississippi, Alabama, and Florida totaled $134,700, $108,140, and $69,000 respectively.⁴

Candles were largely supplied from upriver producers probably

³Ibid., p. 104.

located in Cincinnati. The quantities imported from coastal sources were considerably less than the quantities exported. Texas was the dominant Gulf South market. The volume shipped there surpassed the volume shipped to all other Gulf South ports. In 1860, the value of soap and candle production in Texas was approximately equal to the value of the combined production of Alabama, Mississippi, and Florida. Those three states were perhaps less dependent upon New Orleans for candle supplies because they could receive them via the river system or directly from East Coast suppliers.

Over ninety percent of the glassware not supplied by upriver producers was exported to New Orleans from foreign distributors. Less than five percent of it was re-exported. Texas took more than forty percent of the domestic exports. Glassware was not manufactured in Texas in 1860.

Most lumber arriving at New Orleans was retained within the region. Texas took nearly all of the Gulf Coast exports, although that state, itself, produced sizable quantities of the product. The eastern Gulf Coast was probably supplied with lumber from Pensacola, the largest exporter among Gulf South ports.

Textiles, hardware, and whiskey were the other exports marketed principally at Gulf South ports. Domestic exports of the former two products were small compared to quantities imported. Texas took a larger share of both products than did the eastern gulf which may have

\[ ^5 \text{Ibid, pp. 580-91.} \]

\[ ^6 \text{Ibid.} \]
been more reliant on East Coast suppliers than was Texas.

Most whiskey arriving at New Orleans came from upriver distilleries that provided a market for grain surpluses. Just as Texas was the largest Gulf Coast market for exports of grain, coffee, iron, candles, glassware, soap, lumber, textiles, and hardware, so it was also the largest market for whiskey. Texas seemed to be an unlikely recipient of sizable shipments of liquor considering that production in Harris County alone greatly exceeded the combined output in Alabama, Mississippi, and Florida. There is no reason to assume that per capita consumption of liquor in Texas exceeded per capita consumption in other Gulf South states. The greater volume of liquor shipped to Texas than the rest of the Gulf South may have indicated that Texas forwarded some of it to Mexico, or that Alabama, Mississippi, and Florida relied to a great extent on imports from the East Coast. Northern Alabama received supplies from Tennessee. Mississippians may also have received some supplies transported in the river system.

As a percentage of the value of total exports to the Gulf South in 1855, grain narrowly exceeded tobacco. In 1860, cotton surpassed grain as the leading export, although the volume of cotton was slight in comparison to cotton shipments to the Middle Atlantic and New England. The only significant quantities of cotton exported to the Gulf South in 1860 were shipped to Florida from where they were probably re-exported. Those exports to Florida amounted to no more than ten percent of the volume imported from that state.

Ibid.
In both 1855 and 1860, cotton ranked as the leading import by value from Gulf South ports. The volume in 1860 was about five times what it had been in 1855. Cotton was the leading cash crop throughout the South and the one product that could be used to pay for imports of grain and food shipments out of New Orleans. A further inducement to send cotton to New Orleans might have been the greater number of vessels available there resulting in lower unit costs of shipping and more frequent sailings on specialized routes.

In 1855 and 1860, the quantity of grain, sugar, molasses, pork, flour, lard, and whiskey exported to the South Atlantic exceeded imports from that region. New Orleans was a net importer of naval stores in both years. In 1855, it was a net importer of tobacco, iron, salt, and wine. In 1860, it was a net importer of rice and lumber.

As indicated in Tables 11 and 12, the South Atlantic was a considerably smaller market for New Orleans grain and flour than the Gulf South. Lindstrom has shown that in the 1840-53 period that Charleston relied on farms in Maryland, Pennsylvania, Virginia, and North Carolina for most of its flour supplies. Grain supplies in the South Atlantic were shipped by rail from Tennessee, Georgia, Alabama, and North and South Carolina. Additional supplies were shipped in coastal vessels from the grain-producing area stretching from eastern Pennsylvania to North Carolina.8

The South Atlantic was similarly a less significant market for sugar and coffee than the Gulf South despite having a larger popu-

8Lindstrom, pp. 105-07, 102.
Charleston and Savannah could have supplemented shipments from New Orleans with sugar refined in New York, Boston, Philadelphia, or the Caribbean. Sugar imports into the United States rose from 473.8 million pounds in 1855 to 694.8 million in 1860. Charleston and Savannah probably received their coffee from Brazil or possibly from the Caribbean.

In 1855, cotton ranked first as a percentage of the export receipts in the South Atlantic even though the volume constituted only two percent of the total coastal exports of cotton. In 1860, molasses, used in the manufacture of rum, became the leading export by value, though the volume was less than that shipped to any other coastal region.

In 1855, tobacco was the leading import by value from the South Atlantic. Nearly all of it was exported from Richmond, located in the leading tobacco-producing state. A far greater quantity of the product received at New Orleans was shipped down river. In 1860, domestic tobacco imports had shrunk to less than half their 1855 volume, and Virginia no longer appeared among the sample manifests as a supplier. Rice imports from Charleston had displaced tobacco from Virginia as the leading export by value from the South Atlantic.


Commodities that were primarily exported to the Middle Atlantic in both 1855 and 1860 were cotton, tobacco, grain, sugar, molasses, pork, flour, lard, and beef. Greater quantities of fish, nails, iron, glassware, textiles, and hardware were imported from the region than were exported. In both years cotton ranked as the leading export by value. Its share of export receipts increased in 1860, as volume doubled over the 1855 level, and exported quantities of grain, sugar, pork, flour, beef, and whiskey declined. The decline in the volume of grain exports from 1855 to 1860 suggests that the Middle Atlantic was becoming increasingly self-sufficient in that product. A larger volume of sugar was marketed in the Middle Atlantic in 1855 and 1860 than at any other region, reflecting the concentration of sugar-refining in New York and Philadelphia. A four-fifths decline in the volume of 1860 sugar exports to the Middle Atlantic from their 1846 level and the increase in U. S. sugar imports over the same period leads to the conclusion that New Orleans was being displaced by the Caribbean as a supplier of sugar to the Middle Atlantic. Coinciding with the decline in sugar exports to the Middle Atlantic from 1846 to 1860, was a lesser decline in exports of tobacco. Nonetheless, in 1860, demand from a population that was more than twice the size of that of any other domestic region made the Middle Atlantic New Orleans' leading tobacco market.

Wine ranked as the leading import by value from the Middle Atlantic in 1855, and was succeeded by sugar in 1860. The volume of wine imports declined by about forty percent, and the volume of sugar imports increased by a factor of ten. The share of tobacco, coffee, nails, lead, and glassware among import receipts declined from 1855
to 1860 as a result of a decline in volumes and the increase in sugar receipts.

The statistics of food imports from the Middle Atlantic and Texas in 1855 and 1860 do not confirm Robert Fogel's contention that those regions supplied the Gulf South with significant quantities of foodstuffs. In 1855 and 1860, there were imports of grain, sugar, lard, fish, and coffee from the Middle Atlantic ports of New York, Philadelphia, and Baltimore. In both years, exports of grain, sugar, lard, and pork exceeded imports of those products while imports of fish exceeded exports. Most coffee was imported in 1855 and exported in 1860. Beef and molasses were not imported in either year. There were no imports of beef, lard, coffee, or rice from Texas in 1855 and 1860 among the sample of manifests. The volume of grain imports from Texas in both years was insignificant compared to the volume of exports. Flour and pork were not imported from Texas in 1855, and in 1860, imports of those products were insignificant compared to exports. The only foods in the Texas-New Orleans trade during these two years of which imports from Texas exceeded exports to that state were molasses in 1855 and cocoa in 1860.

In 1855 and 1860, New Orleans exported to New England greater quantities of cotton, tobacco, sugar, molasses, pork, flour, lard, beef, lead, staves, and whiskey than it imported. Imports of fish, nails, iron, candles, glassware, soap, textiles, hardware, and wine exceeded exports of those products in both years. Cotton accounted

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for a higher percentage of the total value of exports to New England than to any other region. Production and sales of cotton textiles manufactured in New England declined in the depression year of 1857, but surged to a pre-war peak in 1859. The increase in cotton receipts among total export receipts at New England ports occurred as estimated output of New England textile mills rose from 735,370 yards to 850,188 yards.  

In contrast to the export trade in cotton, the volume of tobacco, grain, pork, flour, lard, beef, lead, and iron exported to New England declined from 1855 to 1860. Because New England was a food-deficit region, the likely explanation for the decreases in grain, pork, flour, lard, and beef imports from New Orleans is that the region was relying to a greater extent for food supplies produced in the mid-Atlantic region. With the exception of flour and molasses, New England constituted a smaller market for food products exported from New Orleans in 1860 than the Middle Atlantic. The population of 3,135,000 in the five New England states simply did not generate a demand for food products of a magnitude comparable to that of the Middle Atlantic states with a population of 8,258,000.  

New England's position as a larger market than the Middle Atlantic for New Orleans flour reflected the latter region's self-sufficiency in that product.  

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The consumption of molasses in New England was related to that region's specialization in the manufacture of rum.

New England was New Orleans' largest market for lead in 1855 and 1860. It was probably used in the manufacture of glass or pigments. Lead production in the United States had peaked at 30,000 short tons in 1845, and declined to 16,000 short tons in the 1855-60 period. Lead production in the United States had peaked at 30,000 short tons in 1845, and declined to 16,000 short tons in the 1855-60 period. The dwindling production was evident in the volume of New Orleans' lead exports, which by 1860, had declined to only nine percent of their 1846 level. Lead exports to New England and the Middle Atlantic reflected the overall decline in lead exports from 1846 to 1860.

In 1860, New England supplied New Orleans with the largest share of its domestic fish, iron, soap, and textile imports. Since the colonial period the fishing industry had been an integral feature of the New England economy. Iron imports from New England surpassed those from the Middle Atlantic, a surprising development in that iron output was greatest in Pennsylvania, Ohio, and New York. The iron industry in the 1850s consisted of numerous small firms depending on local supplies of raw material. An expanded volume of imports into New Orleans from 1855 to 1860 coincided with a decline in foreign pig iron imports into the United States from 160,000 gross tons in 1854 to 71,000 gross tons in 1860. Foreign iron imports into New


Orleans, however, increased from 1855 to 1860.

The preponderance of foreign imports in the iron trade was not evident in the soap and textile trade. From 1855 to 1860, New Orleans became more dependent on domestic imports of soap to supplement supplies from upriver and less dependent on domestic imports of textiles. The concentration of both industries in New England made that region a logical supplier of those products. The decrease in the volume of domestic textile imports from 1855 to 1860 occurred as demand shifted to overseas producers.

As shown in Tables 28 and 31, the value of New Orleans' trade with the British Isles, the principal trading partner of the United States in 1860, exceeded the value of trade with all other foreign countries and all domestic regions in 1855 and 1860. Cotton accounted for the largest share of exports to both Great Britain and France. In 1860, the volume of cotton exports to the British Isles more than quadrupled the volume shipped to France. In the 1850s, British cotton mills continued to utilize the most up-to-date technology and employ the most productive labor force. From 1852 to 1861, the number of cotton spindles in Great Britain increased from 18,000 to 31,000 compared to an increase from 4,500 to 5,500 in France. 16

Other commodities that were exported to the British Isles in greater quantities in 1855 and 1860 than they were imported were grain, tobacco, flour, lard, and staves. Britain in the 1850s depended on grain imports to meet consumption needs even after bountiful

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harvests. The major suppliers were the United States, Russia, Prussia, and France. The British Isles were New Orleans' largest overseas market for grain. The volume of grain exports in 1860 fell below the level of 1855, when the ports of the Russian Baltic were closed because of the Crimean War. Sugar and coffee were not exported to the British Isles from New Orleans. Instead, sugar was supplied to Britain from the Caribbean, while coffee could have been shipped either from that region or from Brazil.

Nails, iron, salt, glassware, hardware, and whiskey or rum were imported in greater quantities from Great Britain than they were exported. As shown in Tables 9 and 10, salt accounted for the largest share of imports in both 1855 and 1860. The decline in salt's share of import receipts in 1860 occurred as a result of increased imports of nails, glassware, and wine. By 1860, the British Isles had become the largest foreign supplier of nails and iron to New Orleans (see Tables 17 and 18). Great Britain continued to be in the 1850s the largest producer of pig iron in the world. In 1850, pig iron output in Great Britain amounted to 2,249,000 metric tons compared to 212,000 in Germany, 406,000 in France, and 145,000 in Belgium.

United States trade with France ranked second in value to that


18 Ibid., p. 63.

19 Landes, p. 194.
with Great Britain in the 1821-60 period. In 1855 and 1860, France was also New Orleans' second largest trading partner (see Tables 30 and 31). Considerable quantities of grain and food were shipped to France from New Orleans in 1855. In France the mid-1850s were years of agricultural distress caused by harvest failures of 1853 and 1855 nearly as severe as those of 1845-46, though there was much less social and economic hardship. The most severe hardship in 1855 was felt in more remote areas not traversed by the railroads. By 1860, grain and food shipments from New Orleans to France had become insignificant, although the French harvest in 1859 was a poor one. France in 1860 must have drawn grain and food from suppliers other than New Orleans to compensate for harvest shortfalls.

Cotton accounted for the dominant share of exports marketed in France in 1855 and 1860. Tobacco and staves were the other products exported to France in greater quantities than they were imported in both years. The decline in tobacco exports after 1855 suggests that the French were receiving a greater proportion of their supplies from the Caribbean or one of the East Coast regions. France was New Orleans' largest market for staves that were used in making the barrels required by the wine industry.

Cotton, tobacco, and staves were exported in significant quantities to the North Sea ports of Prussia and the Low Countries in 1855.

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and 1860. Imports of grain from New Orleans into the North Sea ports in 1855 declined in 1860, as they did in Great Britain and France, an indication of a favorable harvest in 1859. Imports of staves and tobacco rose above their 1855 levels. Cotton was the leading export by value on a volume that was slight in comparison to quantities shipped to France and Great Britain.

Iron, hardware, glassware, and wine were imported into New Orleans in significant quantities from the North Sea ports in 1860. Wine, which had been the leading import by value in 1855, was replaced in 1860 by glassware. The North Sea ports by 1860 became the leading suppliers of glassware to New Orleans among both foreign and domestic suppliers.

Glassware was not among the imports from Spain in the sample of manifests. Wine was the dominant Spanish export by value, although Spain was a minor supplier of wine compared to France. Cotton, tobacco, and staves were exported to Spain in 1855 and 1860. The share of cotton among export receipts increased in 1860 as a result of a rising volume. Grain and food products were not shipped to Spain. Spanish grain imports could have come from the Baltic. Sugar and molasses were probably imported from Cuba or other colonies in exchange for Spanish exports of flour, lard, salt, beef, and wine.

Cotton, tobacco, and staves were exported to Italy in 1855 and 1860. Fish, salt, and wine were imported. Cotton accounted for a lower proportion of export receipts in 1860 than in 1855, because the volume of tobacco and naval store exports increased considerably above their 1855 level. A decline in the volume of salt imports from 1855 to 1860, enabled wine to become the leading import by value in the
latter year.

In 1860, the Caribbean, Mexico, and South America were the three foreign regions with which the dollar value of New Orleans imports exceeded that of exports. The Caribbean in 1860 was New Orleans' leading foreign supplier of tobacco, sugar, molasses, and cocoa. Most of the sugar and tobacco was shipped out of Havana. Sugar production in Cuba rose from 223,145 Spanish long tons in 1850 to 392,000 in 1855 and to 447,000 long tons in 1860.\textsuperscript{22} Leaf tobacco imports from Cuba increased each year in the 1850s except 1853 and 1858,\textsuperscript{23} but as measured by dollar value, tobacco imports ranked behind sugar and cocoa imports.

Exports of grain, flour, lard and beef to the Caribbean exceeded imports. The region required imports of grain and food to compensate for insufficient production. In 1860, flour and pork accounted for well over half of food export receipts to the region.

In 1860, cotton replaced lard as the leading export by value to Mexico. The volume of lard exports to that country underwent a decline of greater magnitude than that of cotton from the 1855 level. Sugar, tobacco and coffee were Mexican agricultural staples. Consequently, Mexico did not receive significant supplies of those products from New Orleans. In fact, sugar was the only commodity in the New Orleans-Mexican trade imported into New Orleans in greater quantities than it was exported during both 1855 and 1860.


\textsuperscript{23} \textit{Ibid.}, p. 110.
The value of United States trade with Mexico in the 1850s was considerably less than the value of Great Britain's trade with Mexico. Britain subsidized mail steamers to Mexico. In 1858, there were no mail steamers subsidized by the United States calling at Mexican ports. The United States in 1858 did not subsidize any steamers to any Latin American country with the exception of one to Panama. The lack of steamship connections with Mexico may have been one reason why in 1860 total United States trade with Mexico was only about sixteen percent of that with Cuba. By-passing Mexico, steamers in the United States coasting trade stopped at Havana to take on coal.

In 1860, the value of New Orleans' trade with all of South America ranked third behind the value of trade with the British Isles and France as a result of coffee imports from Rio de Janeiro. Cocoa was the only other import from South America to account for a significant share of import receipts, while cotton and flour were the leading exports by value to South America.

A monthly balance of trade in 1855 and 1860 between New Orleans and major U. S. ports and port groups is presented in Tables 19-28, Appendix IV. In 1855 and 1860, a merchandise balance of trade in New

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25 In 1860, the value of U. S. trade with Cuba and Mexico was $44 million and $7 million respectively. See Historical Statistics of the United States: Colonial Times To 1970 (Washington, D.C., 1975), pp. 904, 907.

26 Butterfield, pp. 64-65.
Orleans' favor existed with major U. S. ports and port groups. In 1855, the largest surplus arose in the New Orleans-Boston route. The months yielding the most sizable earnings were November, December, January, and May. Cotton was the largest credit item in each of those months. The value of farm products exceeded that of foods in four of these six surplus months. Imports of foods and manufactures left deficits in February, September, and October.

The surplus in the trade with New York ranked second in size to the Boston trade. The value of farm products exceeded that of foods in four of the eight surplus months. Exports of beef, pork, flour, molasses, and sugar accounted for the largest surplus incurred in December. Imports of liquors and metals brought about February and August deficits. Coffee and tobacco were the largest debit items in the September and October deficits.

The surplus in the trade with Texas ports ranked a distant third to that with New York. Exports of foods accounted for the January, June, and July surpluses, and farm products were the dominant category in the March, April, and November surpluses. Grain export receipts accounted for the largest share of the April surplus. Cotton imports resulted in deficits in February, May, August, September, October, and December.

Exports of food to Baltimore led to 1855 surpluses in New Orleans' trade with that city in January, March, May, June, and November. Cotton exports brought about the March surplus, but sugar was the most valuable item among total exports. There were no imports from Baltimore in the sample of manifests for any month.

The value of grain receipts surpassed those of any other
commodity among exports to Mobile. Grain was the largest credit item among January, March, April, June, and July exports. Whiskey ranked second to grain among exports. Salt was the largest debit item among imports, and imports of salt and lumber caused the February deficit.

The two deficit months with Charleston were caused by tobacco and wine imports. Among exports to Charleston, the value of molasses exceeded the value of any other commodity. The share of foods among exports to the South Carolina port exceeded the share of farm products.

As with Charleston, foods were the dominant commodity group among exports to Savannah. Molasses was the most valuable credit item within the foods' category followed by sugar. A small quantity of naval stores in April was the only import from Savannah to appear among the sample of manifests.

The smallest surplus among major domestic trade routes in 1855 was that which arose in trade with New England ports outside of Boston. Foods accounted for most of the surpluses in March and July, while iron was the largest debit item in months with deficits.

Trade with Philadelphia and Pensacola resulted in deficits with each port for the year 1855. In the trade with Philadelphia, wine was the largest debit item in the May and November deficits. Sugar and nail imports were most responsible for deficits in February and August. Tobacco imports accounted for well over half the October deficit. Imports of nails and naval stores, wine, and glassware left a December deficit. Receipts of cotton exceeded receipts of other exported commodities. Cotton and lumber imports were responsible for the 1855 deficit with Pensacola. Grain and foods predominated among exports, and grain receipts exceeded those of any other exported commodity.
In 1860, trade with Boston continued to yield a higher surplus than trade with any other port or port group on the strength of cotton exports. The value of those exports vastly exceeded the combined value of all other exported commodities to Boston. Cotton receipts peaked in the fourth quarter during the harvest season.

In 1860, the surplus in the trade with New York continued to rank second to that with Boston. Receipts of farm products among exports roughly tripled receipts of foods, although cotton export receipts amounted to only about half of those arising in the Boston trade. Imports of tobacco, nails, wine, and candles brought about an October deficit.

In the 1860 Mobile trade there were no deficit months. Receipts from exports of foods exceeded receipts from exports of farm products. As in 1855, grain was the most valuable commodity among exports. There were no imports other than whiskey and wine in February.

Cotton accounted for about ninety percent of exports to New England ports outside of Boston in 1860, compared to seven percent in 1855. Iron, soap, and wine imports were responsible for deficit months in 1860. Molasses was the dominant food export, and the New England rum industry provided a market for the product. The higher surplus in 1860 compared to that in 1855 reflected an increase in exports that exceeded the increase in imports.

Moving in the opposite direction from the surplus with New England, the trade balance with Texas became less favorable to New Orleans from 1855 to 1860. In 1860, reduced exports of tobacco, grain, whiskey, sugar, soap, nails, and glassware, and wine and increased imports of grain, cocoa, and glassware outweighed receipts from increased
exports of rice, cotton, molasses, flour, coffee, iron, and candles. Flour and grain were the two largest credit items among exports in which food receipts exceeded those of farm products, while cotton and cocoa were the leading imports. The cocoa was undoubtedly supplied from Mexico.

There appeared to have been less commercial interaction with Savannah than with any other port. There were no import manifests among the 1860 sample. The surplus of 1860 was about half that of 1855, reflecting lower sugar, molasses, pork, fish, coffee, salt, glassware, soap, candle, stave, whiskey, and wine exports. Grain and flour were the only two exported commodities to increase over their 1855 level.

A deficit with Pensacola in 1855 became a small surplus in 1860. Exports of grain, molasses, pork, flour, coffee, candles, whiskey, and wine rose above their 1855 levels in 1860, and cotton imports declined. As in 1855, grain ranked as the leading export by value. Cotton and lumber were the principal imports.

In the Baltimore trade an 1855 surplus became a deficit in 1860 because of diminished cotton, sugar, molasses, pork, lard, and whiskey exports. Baltimore in 1860 could have drawn its sugar supplies from the Caribbean or East Coast refineries. Other food supplies probably originated in the Middle Atlantic region. Tobacco dominated export receipts in 1860. There were no imports into New Orleans from Baltimore among the 1860 sample of manifests. A decline exceeding fifty percent in the value of trade with Baltimore from 1855 to 1860 suggested that the East Coast was displacing New Orleans as an import and export market for the Maryland city.
The 1860 deficit with Charleston exceeded that arising in the trade with Baltimore. As in 1855, foods continued to be the dominant commodity group among exports. Imports of rice were most responsible for the deficit and boosted the value of trade with Charleston well above the 1855 level.

The largest trade deficit in 1860 was with Philadelphia. The cost of tobacco, sugar, nail, whiskey, and wine imports exceeded income from tobacco, sugar, molasses, pork, and lard exports. Sugar weighed most heavily among both exports and imports. Exports of tobacco and grain declined from their 1855 levels, indicating that Philadelphia was supplied with those products from other sources, most likely the Middle Atlantic region. Because of sugar imports from Philadelphia, the value of trade with that city in 1860 was more than twice the value of the 1855 trade.

The domestic balance of trade with all ports increased by twenty-six percent from 1855 to 1860. As shown in Table 33, food exports in 1855 exhibited a higher dollar value than exports of any other commodity. Consequently, the surplus arising in the food trade exceeded the surplus in the balance of trade in other commodity groups. By 1860, expanding cotton exports resulted in a surplus that surpassed that in the trade in all other commodity groups.

In both 1855 and 1860, the surplus in the balance of trade with foreign ports vastly exceeded the surplus in the domestic trade because of cotton exports. Exports of farm products bolstered the favorable trade balance. A foreign trade balance of $24 million in 1846 increased to $85 million in 1860 (see Table 10, Appendix I). Export receipts of $31 million in 1846 increased to $107 million in
1860, while imports during the same period had grown from $7 million to $22 million. The dollar value per ton of foreign trade declined from 1846 to 1860, reflecting an increase in tonnage that exceeded the total value of trade.

The pattern of commerce at New Orleans in 1855 and 1860 lends additional support to the cotton-staple interpretation of U. S. economic development. The value of cotton exported directly to the British Isles was many times larger than the dollar value of all exports shipped to all domestic regions. From 1855 to 1860, the British Isles, as well as France, Spain, Prussia and the Low Countries, Italy, and South America, expanded as markets for New Orleans exports.

Foreign imports as a percentage of foreign exports increased from approximately nineteen percent in 1855 to twenty-five percent in 1860. Coffee production enabled South America to supply New Orleans with the largest share of imports from foreign regions. Imports from all foreign port groups increased from 1855 to 1860, with the greatest growth occurring in the North Sea ports of Prussia and the Low Countries.

By 1860, cotton accounted for a considerably larger share of exports as well as imports at domestic ports than any other commodity. Income from cotton marketed in New England and the Middle Atlantic was used to purchase liquor and a variety of manufactured items from those regions. The high proportion of cotton marketed in New England ports made that region in the 1850s New Orleans' largest domestic export market. Export receipts at the Gulf South, Middle Atlantic, and New England increased after 1855 with the highest growth occurring in New England.
Imports amounted to a larger share of exports in the domestic than in the foreign trade in both 1855 and 1860. In 1860, the value of imports from the Gulf South and South Atlantic exceeded the value of exports to those regions. The Gulf South supplied the largest share of domestic imports in both 1855 and 1860. Domestic coastal trade was, however, considerably less influential in the economic development of the New Orleans region than foreign trade and production for foreign markets.

No development in the 1850s made a greater impact on U. S. domestic commerce than the expansion of railroads and canals. Initially serving as feeders to the river network, railroads and canals had by 1860 diverted a part of the West-South trade from the Ohio and Mississippi rivers toward the East. In so doing, they affected the pattern of New Orleans' river and coastwise commerce. That pattern in 1860 both resembled and varied from what it was in 1821.
CHAPTER VII
CHANGE AND CONTINUITY IN NEW ORLEANS COMMERCE

The 1840s were years of extraordinary growth in the river commerce of New Orleans followed by a decline in the 1850s. Receipts of produce from the interior surged from $49,822,115 in 1840-41 to $196,924,083 in 1850-51, an unprecedented level, then dropped to $185,211,254 in 1859-60. As shown in Table 7.1, cotton and corn accounted for most of the growth in farm products in the 1840s. Pork, sugar, and molasses led the 1840s expansion in food receipts. Following the completion of railroads connecting the Mississippi and Ohio valleys to the East Coast in the 1850s, dwindling receipts of grain, lard, and pork brought about a decline in the overall receipts of produce.

The decline in the river commerce in the 1850s coincided with a shift from the Ohio Valley to the upper Mississippi Valley as the principal source of produce from the western hinterland. This shift was marked by an increase in steamboat traffic with St. Louis, which in the early 1850s surpassed that with Cincinnati. In 1859, thirty-two steamboats of 48,726 tons were utilized in the St. Louis trade and thirty-six of 26,932 in the Cincinnati trade. St. Louis was the marketing center for much of the grain produced in Illinois, Iowa,

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TABLE 7.1
RECEIPTS OF SELECTED PRODUCTS AT NEW ORLEANS
1841-42, 1851-52, 1855-56, 1858-59

<table>
<thead>
<tr>
<th></th>
<th>1841-42</th>
<th>1851-52</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$24,913,617</td>
<td>$48,592,222</td>
</tr>
<tr>
<td>Tobacco</td>
<td>4,296,498</td>
<td>7,291,765</td>
</tr>
<tr>
<td>Corn</td>
<td>456,908</td>
<td>1,790,663</td>
</tr>
<tr>
<td>Wheat</td>
<td>264,376</td>
<td>129,836</td>
</tr>
<tr>
<td><strong>Total Farm Products</strong></td>
<td>$29,931,399</td>
<td>$57,804,486</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>$2,742,982</td>
<td>$11,599,163</td>
</tr>
<tr>
<td>Beef</td>
<td>185,833</td>
<td>669,657</td>
</tr>
<tr>
<td>Butter</td>
<td>81,564</td>
<td>411,628</td>
</tr>
<tr>
<td>Lard</td>
<td>267,462</td>
<td>3,925,845</td>
</tr>
<tr>
<td>Flour</td>
<td>2,330,346</td>
<td>3,708,848</td>
</tr>
<tr>
<td>Sugar</td>
<td>2,423,792</td>
<td>11,827,350</td>
</tr>
<tr>
<td>Molasses</td>
<td>353,812</td>
<td>4,026,000</td>
</tr>
<tr>
<td>Corn meal</td>
<td>9,034</td>
<td>7,542</td>
</tr>
<tr>
<td><strong>Total Foods</strong></td>
<td>$8,394,825</td>
<td>$36,176,033</td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td>$1,811,080</td>
<td>26,864</td>
</tr>
<tr>
<td>Iron</td>
<td>8,613</td>
<td>1,860</td>
</tr>
<tr>
<td><strong>Total Metals</strong></td>
<td>$1,819,693</td>
<td>$28,724</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey</td>
<td>$430,746</td>
<td>$1,097,640</td>
</tr>
<tr>
<td>Porter</td>
<td>4,564</td>
<td>4,060</td>
</tr>
<tr>
<td><strong>Total Spirits</strong></td>
<td>$435,310</td>
<td>$1,101,700</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th></th>
<th>1855-56</th>
<th>1858-59</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$70,371,720</td>
<td>$92,037,794</td>
</tr>
<tr>
<td>Tobacco</td>
<td>8,072,775</td>
<td>9,364,326</td>
</tr>
<tr>
<td>Corn</td>
<td>3,020,031</td>
<td>1,523,876</td>
</tr>
<tr>
<td>Wheat</td>
<td>2,782,476</td>
<td>66,566</td>
</tr>
<tr>
<td>Oats</td>
<td>587,180</td>
<td>374,604</td>
</tr>
<tr>
<td>Hay</td>
<td>612,350</td>
<td>401,778</td>
</tr>
<tr>
<td>Hemp</td>
<td>504,540</td>
<td>224,400</td>
</tr>
<tr>
<td><strong>Total Farm Products</strong></td>
<td>$85,951,072</td>
<td>$103,993,344</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>$5,584,505</td>
<td>$5,144,688</td>
</tr>
<tr>
<td>Beef</td>
<td>824,289</td>
<td>736,383</td>
</tr>
<tr>
<td>Butter</td>
<td>395,065</td>
<td>251,130</td>
</tr>
<tr>
<td>Lard</td>
<td>3,381,278</td>
<td>381,552</td>
</tr>
<tr>
<td>Flour</td>
<td>3,407,305</td>
<td>6,509,868</td>
</tr>
<tr>
<td>Sugar</td>
<td>16,199,890</td>
<td>24,998,424</td>
</tr>
<tr>
<td>Molasses</td>
<td>4,582,242</td>
<td>6,470,817</td>
</tr>
<tr>
<td>Corn meal</td>
<td>960</td>
<td>360</td>
</tr>
<tr>
<td>Beans</td>
<td>40,548</td>
<td>38,855</td>
</tr>
<tr>
<td>Potatoes</td>
<td>456,390</td>
<td>494,008</td>
</tr>
<tr>
<td>Apples</td>
<td>187,347</td>
<td>346,560</td>
</tr>
<tr>
<td><strong>Total Foods</strong></td>
<td>$35,059,819</td>
<td>$45,382,645</td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td>$410,200</td>
<td>$461,114</td>
</tr>
<tr>
<td>Iron</td>
<td>11,620</td>
<td>14,640</td>
</tr>
<tr>
<td><strong>Total Metals</strong></td>
<td>$421,820</td>
<td>$475,754</td>
</tr>
<tr>
<td></td>
<td>1855-56</td>
<td>1858-59</td>
</tr>
<tr>
<td>----------------</td>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey</td>
<td>$1,785,036</td>
<td>$1,376,235</td>
</tr>
<tr>
<td>Wine</td>
<td>16,870</td>
<td>114,660</td>
</tr>
<tr>
<td><strong>Total Spirits</strong></td>
<td>$1,801,906</td>
<td>$1,490,895</td>
</tr>
</tbody>
</table>

and Missouri and the distributing point for eastern manufactures marketed in those states.³

Among lower river towns in the 1850s, Memphis was the most important to New Orleans. Nearly all of the cotton shipped from Memphis was sent south to New Orleans. Wheat, flour, tobacco, and furs were among the other cargoes transported downriver from Memphis. South of Memphis, Vicksburg was the leading forwarder of cotton to New Orleans. Vicksburg was the marketing center where cotton floated on flatboats down the Tallahatchie, Coldwater, Yalobusha, Sunflower, and Yazoo rivers and was transferred to steamers.⁴

South of Vicksburg, Natchez was the most important forwarder of cotton to New Orleans. Shipments of produce from Baton Rouge and the small towns downriver from there were insignificant. Steamboats operating below Baton Rouge were loaded at plantations.⁵

As a carrier of commodities to New Orleans the Mississippi experienced a diversion of trade long before the 1850s, although it was not until then that such diversion affected receipts of various commodities. As early as 1825, when the Erie Canal was opened, grain and provisions from the Ohio Valley were diverted to eastern markets, but there was no effect on the New Orleans market. The impact of the


⁴Switzler, p. 206.

⁵Ibid., p. 206.
canal was largely restricted to western New York and northern Ohio. Increased production in the states west of Ohio more than offset the volume of commodities redirected from the river system over the Erie Canal.

It was not until the 1840s that canals began to have an effect on receipts at New Orleans. The completion of canals in Pennsylvania, Ohio, Indiana, and Illinois drew flour, grain, and pork eastward over the Great Lakes and Erie Canal. The Pennsylvania Canal in the 1840s annually carried eastward pig iron, lard, pork, and other products of western Pennsylvania that had previously gone down the Ohio. By the close of the 1840s, shippers found that the cost of shipping foodstuffs over the canals from Cincinnati or Pittsburgh to New York to be cheaper than shipping by way of New Orleans. With the opening of the Wabash and Erie Canal in 1842, part of the grain produced in the Wabash Valley was diverted to Toledo. By 1850, that city had become the major market of the farm products of northern Indiana. The Wabash and Erie and the Ohio canals enabled Buffalo in 1846 to surpass New Orleans in receipts of wheat and flour.

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7 Switzler, p. 211.


The opening of the Illinois and Michigan Canal in 1848 affected the Illinois trade with New Orleans in much the same way that canals in Ohio, Indiana, and Pennsylvania influenced the trade of those states. The Illinois and Michigan waterway not only captured much of the produce of the Illinois River, which had formerly gone to St. Louis, but also siphoned off products from the upper Mississippi. Steamboats from as far up the river as Galena descended the Mississippi to the mouth of the Illinois and then moved up that stream to the entrance of the canal with freight that was transferred to eastbound schooners or barges at Chicago. 

Despite the shift of trade over canals, New Orleanians in the 1840s expressed optimism about the economic future of their city. A writer in De Bow's Review predicted: "The annual and great increase of the produce of the fruitful and teeming West, as well as the supplies that it will require, may well afford a large addition to the trade of canals and railroads and yet, for the reasons that have been assigned, leave a far greater increase for the commerce of this city." 

A writer in Niles' National Register echoed the same rosy view in commenting about the trade of the Mississippi Valley:

> Notwithstanding the diversion of wealth and business which excessive competition may create through railroads and canals into the Atlantic cities, still enough will always remain for

---


transportation down the natural and unfailing outlet of the valley to guaranty an increasing and sure prosperity to this emporium, to make it, forever, a great exchanging place for nations, and to secure for it a renown very far beyond what Venice enjoyed in her most prosperous days, or belonged to Tyre and Sidon of the ancient world.12

As developments over the next decade were to show, such optimism was misplaced, especially so because those who held such views failed to understand the significance of the canal system and the impact of the railroad.

Before 1850, railroads were far less significant than canals as competitors for the river trade. In the 1840s, the only railroad in New Orleans' southern hinterland, the Vicksburg and Jackson, served as a feeder to the river. It hauled cotton from the counties of central Mississippi to Vicksburg where it was loaded on steamers for shipment to New Orleans.13

In the 1850s, railroad mileage in the United States doubled and contended for trunkline river traffic. By 1860, rails connected Pittsburgh, Cincinnati, Louisville, St. Louis, Memphis, Vicksburg, and New Orleans.14 Pittsburgh and Cincinnati were linked by rail in

12Niles' National Register LXXII (July 3, 1847): 280.
13Switzler, p. 212.
1853, with the completion of the Ohio and Pennsylvania at Crestline two hundred miles west. From there a line ran to Cincinnati. Within a year freight was transported between the two largest Ohio River ports in a day and a half.\textsuperscript{15} In 1854, the Ohio and Mississippi effected a continuous connection between Louisville and Cincinnati, causing a deflection of river freight between those two cities. In 1857, a link was completed to St. Louis. In the same year the Ohio Central Railroad gave Cincinnati a second route east to Columbus and Wheeling, the terminus of the Baltimore and Ohio.\textsuperscript{16}

South of the Ohio River, the completion of the Nashville and Chattanooga Railroad in 1854, and the Memphis and Charleston between Chattanooga and Memphis in 1857, linked the South Atlantic states with the Mississippi. They diverted freight from Tennessee, northern Alabama, and northern Mississippi from the Tennessee, Cumberland, and Ohio rivers, thereby supplying Charleston and Savannah with freight that had traditionally been forwarded to Cincinnati, Louisville, or New Orleans.\textsuperscript{17} By 1860, receipts at New Orleans from northern Alabama were less than they had been in 1845.\textsuperscript{18}

The extension of the railroad network in the 1850s did not displace the steamboat as the dominant carrier of freight on the Ohio-

\textsuperscript{15} Hunter, p. 485.

\textsuperscript{16} Ibid.

\textsuperscript{17} Ibid., p. 487.

Mississippi trunkline before the onset of the Civil War. Because north-south lines along the Mississippi at the close of the fifties did not extend much below Cairo, the terminus of the Illinois Central, steamboating below Cairo was not adversely affected. Moreover, steamboats offered rates that were many times lower than those of railroads and, therefore, discouraged shipping by rail between places located on rivers.

The railroad did, however, offer some advantages over steamboats as carriers of freight. During periods of low water in the rivers that made them unnavigable to steamers, railroads carried freight that had accumulated. Merchants with access to railroads could ship lighter, more valuable merchandise and retain bulkier goods that could not withstand the higher cost of shipping by rail. Merchants who carried goods that could be profitably shipped by rail no longer had to build large inventories to meet demand during months when steamboats could not navigate.

The railroads' greatest success as competitors with steamboats for the freight in the New Orleans region was in the grain and flour trade. The Superintendent of the 1860 census reported that "the artificial channels of trade, canals, and railroads have tapped the west and carried its products eastward across the continent. The grain trade of Illinois, Iowa, Missouri, Wisconsin, and even the

19 Hunter, p. 486.

20 Ibid., p. 493.

21 Ibid., pp. 494-95.
greater portion of that of Indiana and Ohio have been limited almost entirely to the lakes, the Erie Canal, the St. Lawrence River, or the six great trunk lines of railroads that lead from the heart of the west to the seaboard. By 1860, railroads had made St. Louis, Chicago, Milwaukee, Toledo, and Cincinnati the five leading interior grain markets. Toledo received the grain of Ohio and Indiana. Chicago was Illinois' primary market as Milwaukee was for Wisconsin. St. Louis received grain from the upper Mississippi region, and Cincinnati was the leading marketing center on the Ohio River. Much of the grain stored in those five cities was sent to New York, the nation's leading grain market. In 1860, its receipts of grain and flour transported over the Great Lakes and Erie Canal amounted to 41,122,000 bushels, eight times the New Orleans receipts.

Of the river cities that traded with New Orleans, none was more affected by the railroad than Cincinnati. Flour exports from that city declined in 1853 and 1854, and never regained their previous levels. In a three-year period ending in 1852, shortly before Cincinnati had through rail service to the East Coast, only about three percent of Cincinnati's flour was transported by rail. During the succeeding three years the amount increased to forty-three percent and in 1855-58 to eighty percent.24 In the same period the volume of


shipments of other agricultural produce declined sharply. The railroads, however, did not significantly affect downriver shipments of furniture and whiskey in the 1850s.25

In the trade with St. Louis the railroads diverted increasing quantities of grain eastward in the 1850s. The diversion was not as apparent as it was at Cincinnati because St. Louis received new supplies from the West as she lost supplies from the East. The western grain supplies kept receipts increasing throughout the 1850s.26

The canal and railroad network was an obvious but not the only reason for the decline in New Orleans' receipts from the city's upriver hinterland in the 1850s. The increasing supplies of grain received at Chicago, New York, and other grain centers drew huge amounts of capital to those cities and enabled their commission merchants and grain dealers to provide more credit to Ohio, Indiana, and Illinois packers, millers, merchants, and farmers than was provided by New Orleans merchants and banks. By making liberal credit advances, western and eastern banks and merchants made it possible for farmers to store their grain through the winter instead of rushing it to New Orleans in the late fall or early winter.27

Credit advances from the leading grain markets provided an inducement to western shippers to send their goods east over the railroads, however, did not significantly affect downriver shipments of furniture and whiskey in the 1850s.25

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Credit advances from the leading grain markets provided an inducement to western shippers to send their goods east over the railroads, however, did not significantly affect downriver shipments of furniture and whiskey in the 1850s.25
and lake routes. At the same time, inadequate terminal and storage problems at New Orleans discouraged them from shipping to it. At times when shipping was insufficient, merchandise and produce piled up on wharves, which were not covered. Because some of the wharves were located as far as a mile from the warehouses, rains destroyed some of the produce during the transfer. Levee and wharfage dues were consequently higher than they were at other ports.28

The storage and handling facilities at New Orleans compared unfavorably to those of the Great Lakes ports. Beginning in the 1840s, steam-powered bucket belts at Buffalo hoisted grain from ships to the upper sections of warehouses where the grain was weighed and then deposited into bins. The buckets reduced unloading times and obviated the use of sacks.29 At Chicago, by the close of the fifties, fifteen elevators stored grain received at the waterfront and protected it from the elements.30 These conditions stood in stark contrast to those in New Orleans where a hot, humid summer climate was an inescapable problem along the waterfront. Exposure of flour in such conditions resulted in its deterioration and consequent decline in price. Because of deterioration, New Orleans flour was often priced twenty-five to fifty cents less at New York than flour of the same grade shipped from the Great Lakes region.31

28 Appleton, pp. 275-76.


30 Appleton, p. 280.

A further incentive encouraging upriver shippers to choose east-west transportation routes instead of the Mississippi was the obstructions at the mouth of the river. Over the years, as ships increased in size, their drafts increased. By 1850, vessels of a thousand tons had great difficulty maneuvering over the sandbars. In 1852, more than forty ships ran aground on bars at the mouth of the river and were detained for up to two months. Some had to transfer their cargoes to lighter vessels. Attempts to alleviate the problem were only partly successful, and jetties that were built in two of the passes in 1856 were quickly washed out by the current.

In view of these difficulties that beset the port of New Orleans, and the rapid development of the canal and railroad, the question arises as to whether the diversion of trade by east-west canal and railroad routes influenced the pattern of coastwise trade. It might be expected that the Middle Atlantic and New England states would be smaller markets for New Orleans grain, flour, pork, lard, and tobacco exports in 1860 than in previous years because increasing amounts of those commodities were being carried over canals and rails linking the West and East. The impact, if any, of railroads and canals on the marketing pattern of these commodities might be seen in a comparison of the 1821 with the 1860 coastwise trade statistics.


33 Switzler, p. 212.

Grain was predominantly a domestic export in both years, although the proportion sent overseas expanded after 1837 because of population growth and poor harvests in Western Europe. By 1860, New Orleans' leading grain market had shifted to the Gulf South, and New England and the Middle Atlantic had declined as grain markets for the city. The decline reflected the redirection of the grain trade from the Mississippi to the railroad and Great Lakes routes. Undoubtedly New York was New England's largest supplier of grain in 1860, while the Middle Atlantic states relied more heavily on supplies produced within the region.

In the foods' category, flour, pork, and lard were largely exported in both 1821 and 1860. Most flour exports were sent overseas in 1821, but by 1860, coastal exports reached parity with overseas shipments. The Caribbean was the largest overseas flour market in 1821. By 1860, the British Isles took the lion's share. The Middle Atlantic, the largest domestic market for New Orleans flour in 1821, had by 1860 been displaced by the Gulf South. The decline in flour exports to the Middle Atlantic from 1821 to 1860 may have been at least to some extent a consequence of the rise to prominence of the Great Lakes grain centers which forwarded surplus grain and flour to New York.

The pork exports, like grain and flour exports, were affected by the completion of canals and railroads linking the East and West. The share of pork taken by the Middle Atlantic from 1821 to 1860 declined, and the share sent to the Gulf South expanded. The Gulf South in 1860 had become New Orleans' largest market for pork, flour,
beef, molasses, and grain, a condition indicating that the region was deficient in food in 1860, and depended upon imports either from the West or upper South.

Among lard exports in 1821, the U. S. domestic market prevailed. By 1860, lard exports had become evenly distributed between coastal and overseas markets. In both years supplies were received entirely from the upriver region. The relative share of exports taken by New England, the Middle Atlantic, and the Gulf South in 1821 and 1860 suggests that railroads and canals did not influence the pattern of lard exports. In 1821, the Gulf South took roughly four-fifths of domestic lard exports with the remainder about equally distributed between the Middle Atlantic and New England. By 1860, the Gulf South had been displaced by the Middle Atlantic as the dominant domestic lard market.

The pattern of tobacco exports in 1821 and 1860 may have been modified by east-west canals and railroads. The Middle Atlantic took more than half of the domestic tobacco exports in 1821, with New England taking the second largest share. By 1860, the Middle Atlantic's share had increased and New England's declined. The shrinkage in the New England market may have been to some extent attributable to a diversion of tobacco eastward by railroads and canals.

The pattern of domestic and foreign trade in 1821, 1826, 1837, 1846, 1855, and 1860 conformed more closely to the cotton-staple interpretation of U. S. economic development than to the eastern-demand model, although it did not adhere to every aspect of the cotton-staple interpretation.
In 1821, income from cotton among overseas exports exceeded income from any other commodity. The dominant market for cotton among both foreign and domestic port groups was the British Isles, which supplied a greater proportion of some manufactured imports such as textiles and hardware than other foreign port groups. However, manufactured imports from the British Isles did not assume the importance among New Orleans foreign imports that they did among U. S. foreign imports. The value of coffee imported from the Caribbean exceeded by a large margin the value of imports from any other foreign port group. Coffee made the Caribbean the leading foreign exporter to New Orleans in 1821.

In the domestic trade cotton in 1821 did not assume the importance ascribed to it by the cotton-staple interpretation. Sugar accounted for a higher proportion of the dollar value of exports to the domestic markets than cotton. Receipts of sugar were highest in New Orleans' largest market, the Middle Atlantic, and exceeded receipts of other exports at the South Atlantic and New England. In the Gulf South, in 1821, pork accounted for the largest share of exports. Southern income from domestic exports, therefore, was not chiefly dependent on income from cotton sales as it was in the foreign markets.

Although cotton did not assume the importance in coastwise commerce in 1821 that the cotton-staple interpretation asserts, the distribution of exports in domestic trade conformed to the theory. Demand from the Middle Atlantic ports of New York, Philadelphia, and Baltimore took a considerably larger share of New Orleans' exports than any other domestic region. The value of exports to New England,
New Orleans' second largest domestic regional market, exceeded the value of the combined exports to the Gulf South and South Atlantic. Had the largest share of exports been marketed within the Gulf South, then the pattern of exports would have been in closer conformity to the eastern-demand model with its emphasis on economic growth within a single section or region.

From 1821 to 1826, the value of exports from New Orleans increased at every coastwise region. The Middle Atlantic in 1826 continued to be New Orleans' largest regional market, taking a larger share of exports than the Gulf South and South Atlantic combined. Cotton in 1826 accounted for a lesser share of coastwise exports than sugar or pork. As the cotton-staple theory implies, New England in 1826 was the largest regional market for cotton.

In 1826, as in 1821, New Orleans' income from foreign exports was more dependent on cotton than any other commodity. The British Isles remained the largest market, taking a greater volume than all domestic port groups. Among commodities in the return cargoes from the British Isles were metals and textiles. Coffee from the Caribbean continued to account for a higher proportion of the dollar value of foreign imports than any other commodity.

In 1837, as in 1821 and 1826, foreign trade was more important to the economic development of the New Orleans region than domestic trade. Cotton continued to be the largest export to foreign markets with the British Isles taking the largest share. The British Isles were New Orleans' principal trading partner. Coffee continued to account for a larger share of foreign imports than any other commodity, thereby enabling the Caribbean to become the largest supplier of
foreign exports into New Orleans and that city's second largest trading partner.

The coastwise trade in 1837 continued to be concentrated at the Middle Atlantic and New England, as suggested by the cotton-staple interpretation, and cotton accounted for a larger share of domestic exports than any other commodity. Demand from cotton mills in New England made that region the largest domestic cotton market. Such manufactures as glassware, soap, textiles, and candles made up return cargoes from New England in much the same manner as set forth in the cotton-staple theory.

The same coastwise trading pattern was evident in 1846. The value of exports expanded to each coastwise port group. The Middle Atlantic continued to account for the largest domestic share of New Orleans' coastwise trade, and cotton remained the dominant export.

In 1846, the Middle Atlantic and New England each took a significantly larger and the South a significantly smaller share of grain supplies shipped from New Orleans.

The marketing of grain among overseas exports also changed from 1837 to 1846. The British Isles, France, and Caribbean did not appear as significant markets for grain in 1837, but by 1846, each was taking a significant proportion of grain exports. All three regions required grain imports to supplement domestic supplies that were inadequate because of population growth and poor harvests. Cotton, however, accounted for the largest share of exports and continued to be marketed largely in the British Isles.

Among foreign imports coffee remained the dominant commodity,
taking a larger share by dollar value in 1846 than it did in 1837. The Caribbean, the largest supplier in 1837, had by 1846, been displaced by Brazil. This pattern of imports diverges from that set forth in the cotton-staple interpretation, which emphasizes the dominance of manufactures from Western Europe among U. S. imports.

In 1855, imports and exports in the foreign trade continued to be more important to the economy of the New Orleans region than domestic imports and exports. Cotton maintained its dominance among foreign exports with the British Isles taking the lion's share. The British Isles were also the largest market for foreign grain exports. As in 1846, grain was also shipped to France and the Caribbean. Textiles, hardware, and nails were among manufactures exported from the British Isles, a pattern conforming to the cotton-staple interpretation. Among foreign imports coffee continued to be the item having the highest dollar value. It made South America the leading supplier of imports into New Orleans.

In the domestic trade cotton exports to New England enabled that region to be the largest coastwise market for New Orleans exports. Imports of manufactures and liquor were supplied largely from New England and Middle Atlantic ports, thereby confirming the cotton-staple interpretation's description of coastwise trade. Grain and food were exported to all domestic regions in greater quantities than they were imported.

This pattern of coastwise commerce remained basically unchanged in 1860. New England, on the strength of cotton receipts, ranked as the leading regional export market. Food and grain were exported in significant quantities to all domestic regions. New England and the
Middle Atlantic supplied most of the manufactures.

The foreign trade in 1860 remained much as it was in 1855. The dollar value of exports and imports increased from 1855 to 1860. The value of exports to the British Isles exceeded the value of exports to all other foreign port groups. Cotton accounted for well in excess of half of all exports to France, the North Sea ports, Spain, Italy, South America, and the British Isles, by far the largest market. Coffee continued as the largest item among imports. The preponderance of coffee, sugar, cocoa, and other tropical products among outbound cargoes from the Caribbean and South America made those regions more important in 1855 and 1860 as suppliers of imports to New Orleans than Western Europe, a pattern at variance with the cotton-staple interpretation of U. S. economic development.

The dominance of cotton among foreign exports in 1821 and foreign and domestic exports in subsequent years supports the cotton-staple interpretation of antebellum U. S. economic development. That interpretation describes a triangular pattern of interregional trade financed by income from cotton exports. In 1821, 1826, 1837, 1846, 1855, and 1860 the commerce at the port of New Orleans flowed in the triangular pattern in general conformity to the cotton-staple interpretation. That interpretation described a flow of farm products and foods down the Ohio and Mississippi rivers to New Orleans from where they were exported to eastern markets in exchange for manufactured items. Manufactures were also sent west over the Appalachians in exchange for food and farm produce. According to the cotton-staple interpretation, trade from the South to the East was largely one-way with the dollar value of exports exceeding the dollar value of im-
ports. The trade of New Orleans was also largely one-way with exports to foreign and interregional markets far exceeding exports to the Gulf South.

Had trade with the Gulf South exceeded trade to foreign or East Coast markets, then the trade would have sustained the eastern-demand interpretation of economic development. The diversion of grain, flour, and pork away from the Mississippi by railroad and canal reduced the proportion of these products exported to New England and the Middle Atlantic but did not alter the dominance of foreign and interregional markets in New Orleans commerce. The large share of trade with those markets signifies that trade within an integrated national economy was more characteristic of economic development in the United States in the antebellum years than trade within local or regional markets.
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Dissertations


THE PORT OF NEW ORLEANS: AN ECONOMIC HISTORY, 1821-1860

VOLUME II

A Dissertation
Submitted to the Graduate Faculty of the Louisiana State University and Agricultural and Mechanical College in partial fulfillment of the requirements for the degree of Doctor of Philosophy in The Department of History

by
Thomas E. Redard
B.A., University of Illinois, 1974
M.A., University of Texas at Austin, 1976
December 1985
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### TABLE 2

**1821 NEW ORLEANS OCCUPATIONS CLASSED BY INDUSTRIAL SECTOR**

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ANNUAL ARRIVALS OF FLATBOATS AT NEW ORLEANS FOR SELECTED YEARS, 1806-1857

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## TABLE 6
TOTAL AND SLAVE POPULATION OF THE NEW ORLEANS REGION

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<tr>
<td>Iowa</td>
<td>674,913</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TABLE 6 (Con't)**

**SOURCES:** U. S., Department of State, *Census For 1820* (Washington, D.C., 1821); U. S., Department of State, *Abstract of the Returns of the Fifth Census* (Washington, D.C., 1832); U. S., Department
### TABLE 7

**NUMBER AND TONNAGE OF STEAMBOATS BUILT ON THE WESTERN RIVERS, 1811-1860**

<table>
<thead>
<tr>
<th>Years</th>
<th>Pittsburgh</th>
<th>Cincinnati</th>
<th>Louisville</th>
<th>Total in West</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Tonnage</td>
<td>Number</td>
<td>Tonnage</td>
</tr>
<tr>
<td>1811-1820</td>
<td>21</td>
<td>3948</td>
<td>12</td>
<td>2427</td>
</tr>
<tr>
<td></td>
<td>71</td>
<td>14,207</td>
<td>1821-1830</td>
<td>84</td>
</tr>
<tr>
<td>1831-1840</td>
<td>386</td>
<td>53268</td>
<td>233</td>
<td>33632</td>
</tr>
<tr>
<td>1841-1850</td>
<td>423</td>
<td>98234</td>
<td>288</td>
<td>76157</td>
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</tbody>
</table>

TABLE 8
FREIGHT RATES ON CARGO BETWEEN LOUISVILLE AND NEW ORLEANS, 1810-1860

<table>
<thead>
<tr>
<th>Period</th>
<th>Freight Rates (per 100 pounds)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Upstream</td>
</tr>
<tr>
<td>Before 1820</td>
<td>$ 5.00</td>
</tr>
<tr>
<td>1820-29</td>
<td>1.00</td>
</tr>
<tr>
<td>1830-39</td>
<td>0.50</td>
</tr>
<tr>
<td>1840-49</td>
<td>0.25</td>
</tr>
<tr>
<td>1850-59</td>
<td>0.25</td>
</tr>
</tbody>
</table>

TABLE 9
AVERAGE FLATBOAT FREIGHT RATES, LOUISVILLE-NEW ORLEANS TRADE, 1810-1860

<table>
<thead>
<tr>
<th>Period</th>
<th>Average Flatboat Freight Rates ($/ton)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1810-19</td>
<td>$ 16.55</td>
</tr>
<tr>
<td>1820-29</td>
<td>10.50</td>
</tr>
<tr>
<td>1830-39</td>
<td>8.65</td>
</tr>
<tr>
<td>1840-49</td>
<td>5.20</td>
</tr>
<tr>
<td>1850-60</td>
<td>5.55</td>
</tr>
</tbody>
</table>

TABLE 10
COMMERCIAL OF NEW ORLEANS, 1821-1860
DOLLAR VALUES OF IMPORTS AND EXPORTS AND TONNAGE BALANCES

<table>
<thead>
<tr>
<th>Year</th>
<th>Value Exports^a</th>
<th>Value Imports^b</th>
<th>Balance^c</th>
</tr>
</thead>
<tbody>
<tr>
<td>1821</td>
<td>7</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>1822</td>
<td>7</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>1823</td>
<td>7</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>1824</td>
<td>7</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>1825</td>
<td>12</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>1826</td>
<td>10</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>1827</td>
<td>11</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>1828</td>
<td>11</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>1829</td>
<td>12</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>1830</td>
<td>15</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>1831</td>
<td>16</td>
<td>9</td>
<td>7</td>
</tr>
<tr>
<td>1832</td>
<td>16</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>1833</td>
<td>18</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>1834</td>
<td>26</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>1835</td>
<td>36</td>
<td>17</td>
<td>19</td>
</tr>
<tr>
<td>1836</td>
<td>37</td>
<td>15</td>
<td>22</td>
</tr>
<tr>
<td>1837</td>
<td>35</td>
<td>14</td>
<td>21</td>
</tr>
<tr>
<td>1838</td>
<td>31</td>
<td>9</td>
<td>22</td>
</tr>
<tr>
<td>1839</td>
<td>33</td>
<td>12</td>
<td>21</td>
</tr>
<tr>
<td>1840</td>
<td>34</td>
<td>10</td>
<td>24</td>
</tr>
<tr>
<td>1841</td>
<td>34</td>
<td>10</td>
<td>24</td>
</tr>
<tr>
<td>1842</td>
<td>28</td>
<td>8</td>
<td>20</td>
</tr>
<tr>
<td>1843</td>
<td>27</td>
<td>8</td>
<td>19</td>
</tr>
<tr>
<td>1844</td>
<td>30</td>
<td>7</td>
<td>23</td>
</tr>
<tr>
<td>1845</td>
<td>27</td>
<td>7</td>
<td>20</td>
</tr>
<tr>
<td>1846</td>
<td>31</td>
<td>7</td>
<td>24</td>
</tr>
<tr>
<td>1847</td>
<td>42</td>
<td>9</td>
<td>33</td>
</tr>
<tr>
<td>1848</td>
<td>40</td>
<td>9</td>
<td>31</td>
</tr>
<tr>
<td>1848</td>
<td>37</td>
<td>10</td>
<td>27</td>
</tr>
<tr>
<td>1850</td>
<td>38</td>
<td>10</td>
<td>28</td>
</tr>
</tbody>
</table>
## TABLE 10 (Con't)

<table>
<thead>
<tr>
<th>Year</th>
<th>Value Exports(^{a})</th>
<th>Value Imports(^{b})</th>
<th>Balance(^{c})</th>
</tr>
</thead>
<tbody>
<tr>
<td>1851</td>
<td>54</td>
<td>12</td>
<td>42</td>
</tr>
<tr>
<td>1852</td>
<td>49</td>
<td>12</td>
<td>37</td>
</tr>
<tr>
<td>1853</td>
<td>68</td>
<td>13</td>
<td>55</td>
</tr>
<tr>
<td>1854</td>
<td>60</td>
<td>14</td>
<td>46</td>
</tr>
<tr>
<td>1855</td>
<td>55</td>
<td>12</td>
<td>43</td>
</tr>
<tr>
<td>1856</td>
<td>80</td>
<td>16</td>
<td>64</td>
</tr>
<tr>
<td>1857</td>
<td>91</td>
<td>24</td>
<td>67</td>
</tr>
<tr>
<td>1858</td>
<td>88</td>
<td>19</td>
<td>69</td>
</tr>
<tr>
<td>1859</td>
<td>101</td>
<td>18</td>
<td>83</td>
</tr>
<tr>
<td>1860</td>
<td>107</td>
<td>22</td>
<td>85</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Export Tonnage(^{d})</th>
<th>Import Tonnage(^{e})</th>
<th>Tonnage Balance(^{f})</th>
</tr>
</thead>
<tbody>
<tr>
<td>1821</td>
<td>74</td>
<td>81</td>
<td>-7</td>
</tr>
<tr>
<td>1822</td>
<td>58</td>
<td>51</td>
<td>7</td>
</tr>
<tr>
<td>1823</td>
<td>84</td>
<td>69</td>
<td>15</td>
</tr>
<tr>
<td>1824</td>
<td>76</td>
<td>87</td>
<td>-11</td>
</tr>
<tr>
<td>1825</td>
<td>77</td>
<td>72</td>
<td>5</td>
</tr>
<tr>
<td>1826</td>
<td>91</td>
<td>72</td>
<td>19</td>
</tr>
<tr>
<td>1827</td>
<td>120</td>
<td>97</td>
<td>23</td>
</tr>
<tr>
<td>1828</td>
<td>124</td>
<td>116</td>
<td>8</td>
</tr>
<tr>
<td>1829</td>
<td>120</td>
<td>100</td>
<td>20</td>
</tr>
<tr>
<td>1830</td>
<td>142</td>
<td>118</td>
<td>24</td>
</tr>
<tr>
<td>1831</td>
<td>150</td>
<td>131</td>
<td>19</td>
</tr>
<tr>
<td>1832</td>
<td>147</td>
<td>125</td>
<td>22</td>
</tr>
<tr>
<td>1833</td>
<td>146</td>
<td>133</td>
<td>13</td>
</tr>
<tr>
<td>1834</td>
<td>183</td>
<td>136</td>
<td>47</td>
</tr>
<tr>
<td>1835</td>
<td>196</td>
<td>156</td>
<td>40</td>
</tr>
<tr>
<td>1836</td>
<td>195</td>
<td>146</td>
<td>49</td>
</tr>
<tr>
<td>1837</td>
<td>221</td>
<td>136</td>
<td>85</td>
</tr>
<tr>
<td>1838</td>
<td>259</td>
<td>182</td>
<td>77</td>
</tr>
<tr>
<td>Year</td>
<td>Export Tonnage (^d)</td>
<td>Import Tonnage (^e)</td>
<td>Tonnage Balance (^f)</td>
</tr>
<tr>
<td>------</td>
<td>-----------------------</td>
<td>-----------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>1839</td>
<td>232</td>
<td>183</td>
<td>49</td>
</tr>
<tr>
<td>1840</td>
<td>350</td>
<td>255</td>
<td>95</td>
</tr>
<tr>
<td>1841</td>
<td>317</td>
<td>264</td>
<td>53</td>
</tr>
<tr>
<td>1842</td>
<td>317</td>
<td>255</td>
<td>62</td>
</tr>
<tr>
<td>1843</td>
<td>373</td>
<td>351</td>
<td>22</td>
</tr>
<tr>
<td>1844</td>
<td>338</td>
<td>310</td>
<td>28</td>
</tr>
<tr>
<td>1845</td>
<td>373</td>
<td>363</td>
<td>10</td>
</tr>
<tr>
<td>1846</td>
<td>348</td>
<td>315</td>
<td>33</td>
</tr>
<tr>
<td>1847</td>
<td>440</td>
<td>402</td>
<td>38</td>
</tr>
<tr>
<td>1848</td>
<td>436</td>
<td>366</td>
<td>70</td>
</tr>
<tr>
<td>1849</td>
<td>487</td>
<td>425</td>
<td>62</td>
</tr>
<tr>
<td>1850</td>
<td>369</td>
<td>349</td>
<td>20</td>
</tr>
<tr>
<td>1851</td>
<td>421</td>
<td>328</td>
<td>93</td>
</tr>
<tr>
<td>1852</td>
<td>544</td>
<td>423</td>
<td>121</td>
</tr>
<tr>
<td>1853</td>
<td>630</td>
<td>511</td>
<td>119</td>
</tr>
<tr>
<td>1854</td>
<td>603</td>
<td>492</td>
<td>111</td>
</tr>
<tr>
<td>1855</td>
<td>604</td>
<td>435</td>
<td>169</td>
</tr>
<tr>
<td>1856</td>
<td>773</td>
<td>663</td>
<td>110</td>
</tr>
<tr>
<td>1857</td>
<td>728</td>
<td>612</td>
<td>116</td>
</tr>
<tr>
<td>1858</td>
<td>733</td>
<td>583</td>
<td>150</td>
</tr>
<tr>
<td>1859</td>
<td>808</td>
<td>659</td>
<td>149</td>
</tr>
<tr>
<td>1860</td>
<td>894</td>
<td>632</td>
<td>262</td>
</tr>
</tbody>
</table>

\(^a\) In millions of dollars

\(^b\) In millions of dollars

\(^c\) Balance = dollar value of exports minus dollar value of imports

\(^d\) In thousands of tons

\(^e\) In thousands of tons

\(^f\) Tonnage balance = export tonnage minus import tonnage

## TABLE 1

**DISTRIBUTION BY QUANTITY OF SELECTED COMMODITIES IN COASTAL AND OVERSEAS TRADE 1821**

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>7,830 21%</td>
<td>24</td>
<td>29,326 79%</td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>4,897 46%</td>
<td>89</td>
<td>5,342 50%</td>
<td>239 02%</td>
</tr>
<tr>
<td>Grain</td>
<td>1,934 88%</td>
<td></td>
<td>265 12%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Foods</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sugar</td>
<td>5,444 79%</td>
<td>334 05%</td>
<td>561 08%</td>
<td>524 08%</td>
</tr>
<tr>
<td>Molasses</td>
<td>2,514 72%</td>
<td>976 28%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>22,394 25%</td>
<td>50,189 55%</td>
<td>8,093 09%</td>
<td>10,003 11%</td>
</tr>
<tr>
<td>Flour</td>
<td>5,606 34%</td>
<td>851 05%</td>
<td>9,882 60%</td>
<td>6</td>
</tr>
<tr>
<td>Lard</td>
<td>3,569 71%</td>
<td></td>
<td>1,452 29%</td>
<td>7</td>
</tr>
<tr>
<td>Beef</td>
<td>119 11%</td>
<td>593 57%</td>
<td>295 28%</td>
<td>35 03%</td>
</tr>
<tr>
<td>Fish</td>
<td>312 06%</td>
<td>4,039 85%</td>
<td>102 02%</td>
<td>318 07%</td>
</tr>
<tr>
<td>Coffee</td>
<td>330 02%</td>
<td>30</td>
<td>24</td>
<td>12,352 97%</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td>3</td>
<td></td>
<td>1,708 100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Metals</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nails</td>
<td>118 05%</td>
<td>1,807 72%</td>
<td>9</td>
<td>571 23%</td>
</tr>
<tr>
<td></td>
<td>Coastal Exports</td>
<td>Coastal Imports</td>
<td>Overseas Exports</td>
<td>Overseas Imports</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td><strong>Lead</strong></td>
<td>2,485</td>
<td>6,040</td>
<td>329</td>
<td>50</td>
</tr>
<tr>
<td><strong>Iron</strong></td>
<td>14,642</td>
<td>1,210</td>
<td></td>
<td>231</td>
</tr>
</tbody>
</table>

**Merchandise**

<table>
<thead>
<tr>
<th></th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Salt</strong></td>
<td>715</td>
<td>965</td>
<td>6</td>
<td>13,315</td>
</tr>
<tr>
<td><strong>Hides</strong></td>
<td>7,519</td>
<td>142</td>
<td>1,000</td>
<td>412</td>
</tr>
<tr>
<td><strong>Glassware</strong></td>
<td>267</td>
<td>51</td>
<td>13</td>
<td>3,310</td>
</tr>
<tr>
<td><strong>Soap</strong></td>
<td>115</td>
<td>5,701</td>
<td>208</td>
<td>599</td>
</tr>
<tr>
<td><strong>Naval stores</strong></td>
<td>152</td>
<td>851</td>
<td>100</td>
<td>3,668</td>
</tr>
<tr>
<td><strong>Textiles</strong></td>
<td>166</td>
<td>425</td>
<td>63</td>
<td>686</td>
</tr>
<tr>
<td><strong>Hardware</strong></td>
<td>181</td>
<td>298</td>
<td>89</td>
<td></td>
</tr>
<tr>
<td><strong>Candles</strong></td>
<td>81</td>
<td>3,556</td>
<td></td>
<td>6</td>
</tr>
</tbody>
</table>

**Spirits**

<table>
<thead>
<tr>
<th></th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Whiskey/rum</strong></td>
<td>1,597</td>
<td>1,355</td>
<td>31</td>
<td>283</td>
</tr>
<tr>
<td><strong>Wine</strong></td>
<td>161</td>
<td>444</td>
<td>311</td>
<td>10,542</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
Blanks in all tables in Appendix II indicate zero.
Percentages are rounded to two decimal places.
The commodity quantity measures included in all tables showing distribution by quantity are listed in Table 1, Appendix V.
### TABLE 2
DISTRIBUTION BY QUANTITY OF SELECTED COMMODITIES IN COASTAL AND OVERSEAS TRADE 1826

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>19,000 25%</td>
<td>979 01%</td>
<td>54,603 73%</td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>4,226 55%</td>
<td>26 06%</td>
<td>1,948 25%</td>
<td>1,482 19%</td>
</tr>
<tr>
<td>Grain</td>
<td>1,925 72%</td>
<td>170 06%</td>
<td>572 21%</td>
<td></td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>9,370 89%</td>
<td>257 02%</td>
<td>48 06%</td>
<td>842 08%</td>
</tr>
<tr>
<td>Molasses</td>
<td>2,155 97%</td>
<td></td>
<td>55 02%</td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>72,877 98%</td>
<td></td>
<td>1,508 02%</td>
<td>23 02%</td>
</tr>
<tr>
<td>Flour</td>
<td>5,614 18%</td>
<td>11 36%</td>
<td>25,943 82%</td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td>4,606 44%</td>
<td></td>
<td>5,825 56%</td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td>20 05%</td>
<td>253 59%</td>
<td>152 36%</td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>7 01%</td>
<td>3,583 100%</td>
<td>10 03%</td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>1,484 09%</td>
<td>72 03%</td>
<td>171 03%</td>
<td>15,486 90%</td>
</tr>
<tr>
<td>Cocoa</td>
<td>100 01%</td>
<td></td>
<td>9,677 99%</td>
<td></td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>19 01%</td>
<td>1,642 89%</td>
<td>50 03%</td>
<td>125 07%</td>
</tr>
</tbody>
</table>
TABLE 2 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>30,689 99%</td>
<td>204</td>
<td>52</td>
<td>62</td>
</tr>
<tr>
<td>Iron</td>
<td>2,794 27%</td>
<td>1,674 16%</td>
<td>215 02%</td>
<td>5,490 54%</td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>3,611 17%</td>
<td>11</td>
<td>17,936 83%</td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td>7,001 74%</td>
<td>524 05%</td>
<td>181 02%</td>
<td>1,702 18%</td>
</tr>
<tr>
<td>Glassware</td>
<td>38 08%</td>
<td>864 08%</td>
<td>411 04%</td>
<td>8,905 87%</td>
</tr>
<tr>
<td>Soap</td>
<td>345 33%</td>
<td>682 66%</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td>518 20%</td>
<td>489 19%</td>
<td>852 33%</td>
<td>705 27%</td>
</tr>
<tr>
<td>Textiles</td>
<td>169 08%</td>
<td>144 07%</td>
<td>361 17%</td>
<td>1,403 67%</td>
</tr>
<tr>
<td>Hardware</td>
<td>6</td>
<td>493 42%</td>
<td>4</td>
<td>655 56%</td>
</tr>
<tr>
<td>Candles</td>
<td>20 01%</td>
<td>1,317 94%</td>
<td>69 05%</td>
<td>1</td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>1,775 80%</td>
<td>156 07%</td>
<td>56 02%</td>
<td>234 10%</td>
</tr>
<tr>
<td>Wine</td>
<td>97 01%</td>
<td>327 03%</td>
<td>1,685 17%</td>
<td>7,474 78%</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$10,986 (06)</td>
<td></td>
<td>$266,261 (26)</td>
<td>$72,119 (24)</td>
<td>$349,366 (22)</td>
</tr>
<tr>
<td>Tobacco</td>
<td>6,183 (03)</td>
<td>$7,415 (06)</td>
<td>202,320 (20)</td>
<td>118,422 (40)</td>
<td>334,340 (21)</td>
</tr>
<tr>
<td>Grain</td>
<td>115</td>
<td>217</td>
<td>1,657</td>
<td></td>
<td>1,989</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>38,479 (20)</td>
<td>81,888 (70)</td>
<td>337,376 (33)</td>
<td>83,936 (28)</td>
<td>541,679 (34)</td>
</tr>
<tr>
<td>Molasses</td>
<td>1,370</td>
<td>5,012 (04)</td>
<td>10,450 (01)</td>
<td>10,214 (03)</td>
<td>27,046 (02)</td>
</tr>
<tr>
<td>Pork</td>
<td>79,930 (43)</td>
<td>7,989 (07)</td>
<td>152,658 (15)</td>
<td>3,662 (01)</td>
<td>244,239 (15)</td>
</tr>
<tr>
<td>Flour</td>
<td>4,805 (03)</td>
<td>5,432 (05)</td>
<td>15,062 (01)</td>
<td>2,920</td>
<td>28,219 (02)</td>
</tr>
<tr>
<td>Lard</td>
<td>9,564 (05)</td>
<td></td>
<td>1,073</td>
<td>1,194</td>
<td>11,940</td>
</tr>
<tr>
<td>Beef</td>
<td>109</td>
<td></td>
<td></td>
<td>514</td>
<td>623</td>
</tr>
<tr>
<td>Fish</td>
<td>320</td>
<td>736</td>
<td></td>
<td>96</td>
<td>1,152</td>
</tr>
<tr>
<td>Coffee</td>
<td>8,768 (05)</td>
<td>3,692 (03)</td>
<td>2,977</td>
<td></td>
<td>15,437</td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>14,333 (08)</td>
<td></td>
<td></td>
<td>162</td>
<td>14,495</td>
</tr>
</tbody>
</table>
TABLE 3 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nails</td>
<td>882</td>
<td></td>
<td></td>
<td>136</td>
<td>1,018</td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td>13,576 (01)</td>
<td>2,184</td>
<td></td>
<td>15,760</td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>1,112</td>
<td></td>
<td>1,377</td>
<td></td>
<td>2,489</td>
</tr>
<tr>
<td>Candles</td>
<td>2,219</td>
<td></td>
<td></td>
<td></td>
<td>2,219</td>
</tr>
<tr>
<td>Glassware</td>
<td>108</td>
<td>1,361</td>
<td>747</td>
<td></td>
<td>2,216</td>
</tr>
<tr>
<td>Naval stores</td>
<td>365</td>
<td></td>
<td></td>
<td></td>
<td>365</td>
</tr>
<tr>
<td>Soap</td>
<td>126</td>
<td></td>
<td>9</td>
<td>64</td>
<td>199</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>4,388 (02)</td>
<td>3,834</td>
<td>8,389</td>
<td>119</td>
<td>16,730 (01)</td>
</tr>
<tr>
<td>Wine</td>
<td>2,772</td>
<td></td>
<td>1,628</td>
<td>405</td>
<td>4,805</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
The standardized quantity measures used to price all commodities included in tables showing distribution of exports and imports by dollar value are listed in Appendix V, Table 1. The prices used to calculate dollar values are listed in Tables 2-5 in Appendix V.
TABLE 3 (Con't)

SOURCE: The values of most of the commodities listed are derived from the average monthly prices at the principal port in each of four regions: the Gulf Coast represented by New Orleans, the South Atlantic represented by Charleston, the Middle Atlantic represented by New York, and New England represented by Boston. The prices are taken from Arthur Harrison Cole, Wholesale Commodity Prices in the United States, 1700-1861 (Cambridge: Harvard University Press, 1938). The value of lead exports in 1821 is derived from 1822 New York prices. The New York price of 1826 is used to calculate the value of lead for that year. The prices of iron, glassware, naval stores, and soap are taken from a sample of 1824 Philadelphia outward foreign trade manifests and are listed by Lawrence Herbst in the appendix to Interregional Commodity Trade From the North to the South and American Economic Development in the Antebellum Period (New York: Arno Press, 1978). Cocoa prices are those listed by Herbst from a sample of 1831 Philadelphia foreign trade manifests.
<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td>$422,272 (29)</td>
<td>$301,593 (67)</td>
<td>$723,865 (24)</td>
</tr>
<tr>
<td>Tobacco</td>
<td>$7,660 (03)</td>
<td>$4,992</td>
<td>155,672 (11)</td>
<td>101,563 (22)</td>
<td>269,887 (09)</td>
</tr>
<tr>
<td>Grain</td>
<td>427</td>
<td></td>
<td></td>
<td>600</td>
<td>1,027</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>53,133 (19)</td>
<td>47,993 (06)</td>
<td>667,223 (45)</td>
<td>4,675 (01)</td>
<td>773,024 (25)</td>
</tr>
<tr>
<td>Molasses</td>
<td>1,777</td>
<td>8,538 (01)</td>
<td>10,494</td>
<td>4,199</td>
<td>25,008</td>
</tr>
<tr>
<td>Pork</td>
<td>110,417 (39)</td>
<td>766,110 (92)</td>
<td>10,453</td>
<td>15,809 (04)</td>
<td>902,789 (30)</td>
</tr>
<tr>
<td>Flour</td>
<td>22,896 (08)</td>
<td>542</td>
<td>2,073</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td>13,345 (05)</td>
<td></td>
<td></td>
<td>3,533</td>
<td>16,878</td>
</tr>
<tr>
<td>Beef</td>
<td>152</td>
<td></td>
<td>1,205</td>
<td>1,208</td>
<td>2,565</td>
</tr>
<tr>
<td>Fish</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>Coffee</td>
<td>21,616 (08)</td>
<td>84</td>
<td>15,795 (01)</td>
<td></td>
<td>37,495 (01)</td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>2,009</td>
<td></td>
<td></td>
<td></td>
<td>757</td>
</tr>
<tr>
<td>Nails</td>
<td>128</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE 4 (Con't)

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>11,252 (04)</td>
<td></td>
<td>178,598 (12)</td>
<td>17,300 (04)</td>
<td>207,150 (07)</td>
</tr>
<tr>
<td>Salt</td>
<td>15,130 (05)</td>
<td></td>
<td></td>
<td>15,130</td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td>445</td>
<td></td>
<td></td>
<td>445</td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>315</td>
<td></td>
<td></td>
<td>315</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td>1,243</td>
<td>1,243</td>
<td>1,243</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>593</td>
<td></td>
<td></td>
<td>593</td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>19,141 (07)</td>
<td>2,926</td>
<td>569</td>
<td>22,636</td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td>1,887</td>
<td></td>
<td></td>
<td>1,887</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;

SOURCE: See Table 3.
TABLE 5

DISTRIBUTION OF SELECTED IMPORTS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH REGION
1821

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>$ 1,222 (02)</td>
<td></td>
<td></td>
<td></td>
<td>$ 1,222</td>
</tr>
<tr>
<td>Tobacco</td>
<td>96</td>
<td></td>
<td>$ 2,568 (01)</td>
<td></td>
<td>2,664</td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Foods</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sugar</td>
<td>6,037 (12)</td>
<td></td>
<td>14,651 (06)</td>
<td>6,198 (01)</td>
<td>26,886 (04)</td>
</tr>
<tr>
<td>Molasses</td>
<td>177</td>
<td></td>
<td>5,616 (01)</td>
<td></td>
<td>5,793</td>
</tr>
<tr>
<td>Pork</td>
<td>158</td>
<td>177,320 (76)</td>
<td>264,184 (65)</td>
<td></td>
<td>441,662 (64)</td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td>255 (04)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td>143</td>
<td></td>
<td>382</td>
<td>1,653</td>
<td>2,178</td>
</tr>
<tr>
<td>Fish</td>
<td>810 (01)</td>
<td>228 (04)</td>
<td>13,750 (03)</td>
<td>14,788 (02)</td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>1,407 (23)</td>
<td></td>
<td></td>
<td></td>
<td>1,407</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Metals</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron</td>
<td>990 (02)</td>
<td>65 (01)</td>
<td></td>
<td></td>
<td>1,055</td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
<td>9,459 (02)</td>
<td>9,459 (01)</td>
</tr>
</tbody>
</table>
TABLE 5 (Con't)

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>34,925 (67)</td>
<td></td>
<td></td>
<td></td>
<td>34,925 (05)</td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td>1,299 (21)</td>
<td>1,623</td>
<td>764</td>
<td>3,686</td>
</tr>
<tr>
<td>Candles</td>
<td>2,219 (04)</td>
<td>12,577 (05)</td>
<td>84,858 (21)</td>
<td>99,654 (14)</td>
<td></td>
</tr>
<tr>
<td>Glass</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td>566 (09)</td>
<td>144</td>
<td>710</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td>5,765 (02)</td>
<td>4,006</td>
<td>9,771 (01)</td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td></td>
<td>4,388 (02)</td>
<td>9,218 (02)</td>
<td>13,606 (02)</td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td>3,819 (07)</td>
<td>2,231 (37)</td>
<td>7,036 (03)</td>
<td>3,249</td>
<td>16,335 (02)</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;

SOURCE: Receipts of iron, glassware, naval stores, and soap have been derived from prices on 1824 Philadelphia outward foreign trade manifests that are listed by Herbst in the appendix to Interregional Commodity Trade From the North to the South and American...
Economic Development in the Antebellum Period (New York: Arno Press, 1978). The value of cocoa was based on prices listed by Herbst from a sample of 1831 Philadelphia foreign trade manifests. The values of all other commodities except lead have been calculated from average monthly prices located in Cole, Wholesale Commodity Prices in the United States, 1700-1861 (Cambridge: Harvard University Press, 1938). Because the 1821 New Orleans prices of grain and fish were not available, the average monthly prices of those commodities at Charleston were substituted. Similarly, the price of corn was used as a proxy for grain, and the 1822 New York price of lead was used as a proxy for the 1821 New Orleans price. Receipts of lead in 1826 are based on the New York price of that year.

<table>
<thead>
<tr>
<th>Year</th>
<th>Cocoa</th>
<th>Lead</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
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TABLE 5 (Con't)
### TABLE 6
DISTRIBUTION OF SELECTED IMPORTS EXPRESSED IN DOLLARS
AND AS A PERCENTAGE OF TOTAL FROM EACH REGION
1826

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<tbody>
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TABLE 6 (Con't)

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<tr>
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Merchandise

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<td>22,092 (52)</td>
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Spirits

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<th>From All Regions</th>
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</thead>
<tbody>
<tr>
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<td>6,428 (05)</td>
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NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;

SOURCE: See Table 5.
### Table 7

DISTRIBUTION OF SELECTED EXPORTS TO FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL TO EACH PORT GROUP

1821

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<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
<th>Mexico</th>
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<td>Caribbean</td>
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TABLE 7 (Con't)

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<th>South America</th>
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<th>To All Foreign Ports</th>
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</table>

NOTE: Based on random sample of manifests.

SOURCE: The values of iron, glassware, naval stores, and soap are based on the prices in 1824 Philadelphia outward foreign trade manifests that have been listed in the appendix to Herbst's *Interregional Commodity Trade From the North to the South and American Economic Development in the Antebellum Period* (New York: Arno Press, 1978). Cocoa values are determined from 1831 Philadelphia prices listed by Herbst. The 1822 price of lead is used to calculate 1821 receipts. Lead receipts in 1826 are based on the New York price of that year. Values for other products except fish and grain are derived from New Orleans prices found in Cole's *Wholesale Commodity Prices in the United States, 1700-1861* (Cambridge: Harvard University Press, 1938). The 1821 prices of fish and grain are those of Charleston listed by Cole.
TABLE 8
DISTRIBUTION OF SELECTED EXPORTS TO FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE TO EACH PORT GROUP
1826

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
<th>Mexico</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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| Iron       |               | 186       |                      |
| Nails      |               | 231       |                      |
| Lead       | 351           | 351       |                      |

<p>| Merchandise|               |           |                      |
| Salt       |               |           | 419                  |
| Candles    | 111           | 334       |                      |
| Glassware  | 3,395         | 3,395     |                      |</p>
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NOTE: Based on random sample of manifests.

SOURCE: See Table 7.
TABLE 9
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DOLLARS AND AS A PERCENTAGE FROM EACH PORT GROUP
1821

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TABLE 9 (Con't)

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8,803
858
2,915
220,900 (21)

NOTE: Based on random sample of manifests

SOURCE: See Table 7.
TABLE 10

DISTRIBUTION OF SELECTED IMPORTS FROM FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH PORT GROUP
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<td>Nails</td>
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<td>Salt</td>
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<td>419(100)</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
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<tr>
<td>Spirits</td>
<td></td>
<td></td>
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<tr>
<td>Whiskey/rum</td>
<td>2,806 (02)</td>
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<td>181</td>
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<tr>
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<td>1,357 (01)</td>
<td>119</td>
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<td></td>
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</tr>
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<td>Farm Products</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>From All Foreign Ports</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>63,465 (07)</td>
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</table>
TABLE 10 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>South America</th>
<th>Texas</th>
<th>From All Foreign Ports</th>
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</thead>
<tbody>
<tr>
<td>Foods</td>
<td></td>
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</tr>
<tr>
<td>Sugar</td>
<td></td>
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<td>55,803 (06)</td>
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<tr>
<td>Molasses</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Pork</td>
<td></td>
<td></td>
<td>241</td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td>154 (97)</td>
</tr>
<tr>
<td>Beef</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td>19</td>
</tr>
<tr>
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<td></td>
<td>395,063 (41)</td>
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<tr>
<td>Cocoa</td>
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<td></td>
<td>140,994 (15)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td>75,152 (08)</td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td></td>
<td></td>
<td>70,973 (07)</td>
</tr>
</tbody>
</table>
TABLE 10 (Con't)

<table>
<thead>
<tr>
<th>South America</th>
<th>Texas</th>
<th>From All Foreign Ports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naval stores</td>
<td>5 (03)</td>
<td>1,697</td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td></td>
<td>2,987</td>
</tr>
<tr>
<td>Wine</td>
<td></td>
<td>140,060 (15)</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 7.
## Table 11

**DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE EXPORTS FROM NEW ORLEANS 1821**

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>215 03%</td>
<td></td>
<td>6,128 78%</td>
<td>1,487 19%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>118 02%</td>
<td>133 03%</td>
<td>2,810 57%</td>
<td>1,836 37%</td>
</tr>
<tr>
<td>Grain</td>
<td>100 05%</td>
<td>209 11%</td>
<td></td>
<td>1,625 84%</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>478 09%</td>
<td>893 16%</td>
<td>3,244 59%</td>
<td>339 15%</td>
</tr>
<tr>
<td>Molasses</td>
<td>193 08%</td>
<td>401 16%</td>
<td>999 40%</td>
<td>921 37%</td>
</tr>
<tr>
<td>Pork</td>
<td>9,083 40%</td>
<td>637 03%</td>
<td>12,361 55%</td>
<td>313</td>
</tr>
<tr>
<td>Flour</td>
<td>961 17%</td>
<td>970 17%</td>
<td>3,125 56%</td>
<td>550 10%</td>
</tr>
<tr>
<td>Lard</td>
<td>3,067 86%</td>
<td>249 07%</td>
<td>253 07%</td>
<td>48 40%</td>
</tr>
<tr>
<td>Beef</td>
<td>16 13%</td>
<td>55 46%</td>
<td></td>
<td>48 40%</td>
</tr>
<tr>
<td>Fish</td>
<td>87 28%</td>
<td>200 64%</td>
<td></td>
<td>25 08%</td>
</tr>
<tr>
<td>Coffee</td>
<td>187 57%</td>
<td>78 24%</td>
<td>65 20%</td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>103 87%</td>
<td></td>
<td></td>
<td>15 13%</td>
</tr>
<tr>
<td>Lead</td>
<td>3</td>
<td></td>
<td>2,138 86%</td>
<td>344 14%</td>
</tr>
</tbody>
</table>
TABLE 11 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron</td>
<td>14,478</td>
<td></td>
<td></td>
<td>164</td>
</tr>
</tbody>
</table>

Merchandise

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt</td>
<td>291</td>
<td>424</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td>13</td>
<td>164</td>
<td></td>
<td>750</td>
</tr>
<tr>
<td>Glassware</td>
<td>73</td>
<td>5</td>
<td>164</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>152</td>
<td></td>
<td></td>
<td>90</td>
</tr>
<tr>
<td>Naval stores</td>
<td>164</td>
<td>5</td>
<td></td>
<td>37</td>
</tr>
<tr>
<td>Textiles</td>
<td>164</td>
<td>2</td>
<td></td>
<td>37</td>
</tr>
<tr>
<td>Hardware</td>
<td>1</td>
<td>180</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td>81</td>
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</table>

Spirits

<table>
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<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>503</td>
<td>298</td>
<td>787</td>
<td>9</td>
</tr>
<tr>
<td>Wine</td>
<td>134</td>
<td></td>
<td>22</td>
<td>5</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
### TABLE 11 (Cont.)

South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>145 03%</td>
<td>78 02%</td>
<td>2,684 63%</td>
<td>1,319 31%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>1,525 79%</td>
<td></td>
<td></td>
<td>400 21%</td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>796 08%</td>
<td>517 05%</td>
<td>8,007 85%</td>
<td>50</td>
</tr>
<tr>
<td>Molasses</td>
<td>237 11%</td>
<td>603 28%</td>
<td>978 45%</td>
<td>337 16%</td>
</tr>
<tr>
<td>Pork</td>
<td>10,536 14%</td>
<td>60,040 82%</td>
<td>913 01%</td>
<td>1,388 02%</td>
</tr>
<tr>
<td>Flour</td>
<td>5,088 91%</td>
<td>100 08%</td>
<td>426 07%</td>
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</tr>
<tr>
<td>Lard</td>
<td>3,813 83%</td>
<td></td>
<td></td>
<td>793 17%</td>
</tr>
<tr>
<td>Beef</td>
<td>20 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>7 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>833 56%</td>
<td>3</td>
<td>651 44%</td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>19 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td>Gulf South</td>
<td>South Atlantic</td>
<td>Middle Atlantic</td>
<td>New England</td>
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<td>-------------</td>
<td>------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Salt</td>
<td>3,611</td>
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<tr>
<td>Hides</td>
<td>1</td>
<td></td>
<td>6,207 89%</td>
<td>793 11%</td>
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<tr>
<td>Glassware</td>
<td>38</td>
<td>100%</td>
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</tr>
<tr>
<td>Soap</td>
<td>345</td>
<td>100%</td>
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<tr>
<td>Naval stores</td>
<td>518</td>
<td>100%</td>
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</tr>
<tr>
<td>Textiles</td>
<td>127</td>
<td>75%</td>
<td>40 24%</td>
<td>2 01%</td>
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<tr>
<td>Hardware</td>
<td>6</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td>20</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>1,480</td>
<td>83%</td>
<td>253 14%</td>
<td>42 02%</td>
</tr>
<tr>
<td>Wine</td>
<td>97</td>
<td>100%</td>
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<td></td>
</tr>
</tbody>
</table>

**TABLE 12 (Con't)**

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
TABLE 13
DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE IMPORTS INTO NEW ORLEANS
1821

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
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</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>24</td>
<td>56%</td>
<td>36</td>
<td>41%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>2</td>
<td>02%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>75</td>
<td>22%</td>
<td>182</td>
<td>54%</td>
</tr>
<tr>
<td>Molasses</td>
<td>25</td>
<td>02%</td>
<td>160</td>
<td>16%</td>
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<tr>
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<td>18</td>
<td>20,150</td>
<td>30,021</td>
<td>40%</td>
</tr>
<tr>
<td>Flour</td>
<td>51</td>
<td>06%</td>
<td>800</td>
<td>93%</td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td>20%</td>
<td>242</td>
<td>41%</td>
</tr>
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<td>Beef</td>
<td>21</td>
<td>03%</td>
<td>330</td>
<td>56%</td>
</tr>
<tr>
<td>Fish</td>
<td>220</td>
<td>05%</td>
<td>62</td>
<td>01%</td>
</tr>
<tr>
<td>Coffee</td>
<td>30</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
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<td>1,105</td>
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</tr>
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<td><strong>Metals</strong></td>
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<td>702</td>
<td>39%</td>
</tr>
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<td>New England</td>
</tr>
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<td>------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>Lead</strong></td>
<td>5,500</td>
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<td>540</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>91%</td>
<td></td>
<td>09%</td>
<td></td>
</tr>
<tr>
<td><strong>Iron</strong></td>
<td>1,000</td>
<td>66</td>
<td>139</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>83%</td>
<td>05%</td>
<td>11%</td>
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</tr>
</tbody>
</table>

**Merchandise**

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Salt</strong></td>
<td></td>
<td>340</td>
<td>425</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35%</td>
<td>44%</td>
<td>21%</td>
</tr>
<tr>
<td><strong>Hides</strong></td>
<td>142</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Glassware</strong></td>
<td>27</td>
<td>53%</td>
<td>24</td>
<td>47%</td>
</tr>
<tr>
<td><strong>Soap</strong></td>
<td>3</td>
<td></td>
<td>3,352</td>
<td>2,329</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td></td>
<td>59%</td>
<td>41%</td>
</tr>
<tr>
<td><strong>Naval stores</strong></td>
<td>236</td>
<td>28%</td>
<td>555</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td></td>
<td>65%</td>
<td>07%</td>
</tr>
<tr>
<td><strong>Textiles</strong></td>
<td>30</td>
<td>07%</td>
<td>20</td>
<td>375</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td></td>
<td>05%</td>
<td>88%</td>
</tr>
<tr>
<td><strong>Hardware</strong></td>
<td>5</td>
<td>02%</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20</td>
<td></td>
<td>98%</td>
<td></td>
</tr>
<tr>
<td><strong>Candles</strong></td>
<td>459</td>
<td>13%</td>
<td></td>
<td>3,097</td>
</tr>
<tr>
<td></td>
<td>459</td>
<td></td>
<td>13%</td>
<td>87%</td>
</tr>
</tbody>
</table>

**Spirits**

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Whiskey/rum</strong></td>
<td>34</td>
<td>02%</td>
<td>426</td>
<td>895</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>31%</td>
<td>66%</td>
</tr>
<tr>
<td><strong>Wine</strong></td>
<td>78</td>
<td>18%</td>
<td>246</td>
<td>117</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>55%</td>
<td>26%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

Gulf South: Florida, Alabama, Mississippi, Louisiana;
| TABLE 13 (Con't) |

South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
### TABLE 14
**DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE IMPORTS INTO NEW ORLEANS**
**1826**

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>979 (100%)</td>
<td></td>
<td>26 (100%)</td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td>140 (100%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td>257 (100%)</td>
<td></td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td>11 (100%)</td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td></td>
<td></td>
<td>129 (50%)</td>
<td>124 (48%)</td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td>346 (10%)</td>
<td>3,237 (90%)</td>
</tr>
<tr>
<td>Coffee</td>
<td>12 (17%)</td>
<td></td>
<td>60 (83%)</td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td>1,080 (66%)</td>
<td>562 (34%)</td>
</tr>
<tr>
<td></td>
<td>Gulf South</td>
<td>South Atlantic</td>
<td>Middle Atlantic</td>
<td>New England</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td>204 100%</td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td></td>
<td></td>
<td>1,461 87%</td>
<td>213 13%</td>
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<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td>5 45%</td>
<td>6 54%</td>
</tr>
<tr>
<td>Hides</td>
<td>482 92%</td>
<td></td>
<td>42 08%</td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td></td>
<td></td>
<td>257 30%</td>
<td>607 70%</td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td>19 03%</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td>50 10%</td>
<td>389 79%</td>
<td>50 10%</td>
</tr>
<tr>
<td>Textiles</td>
<td>19 13%</td>
<td></td>
<td>9 06%</td>
<td>116 80%</td>
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<tr>
<td>Hardware</td>
<td></td>
<td></td>
<td>491 99%</td>
<td>2</td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td>325 25%</td>
<td>992 75%</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>8 05%</td>
<td></td>
<td>87 56%</td>
<td>61 39%</td>
</tr>
<tr>
<td>Wine</td>
<td>8 02%</td>
<td>36 11%</td>
<td>193 59%</td>
<td>90 27%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
TABLE 15
DISTRIBUTION BY QUANTITY OF EXPORTS OVERSEAS FROM NEW ORLEANS
1821

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
<th>Gibraltar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>11,622</td>
<td>16,321</td>
<td>437</td>
<td></td>
<td></td>
<td></td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>40%</td>
<td>55%</td>
<td>01%</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Tobacco</td>
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<td>750</td>
<td>1,130</td>
<td>11</td>
<td>231</td>
<td>701</td>
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<td>14%</td>
<td>21%</td>
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<td></td>
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</tr>
<tr>
<td>Grain</td>
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<td></td>
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</tr>
<tr>
<td>Foods</td>
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<tr>
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<tr>
<td>Lard</td>
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<td>69%</td>
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<tr>
<td>Beef</td>
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<td>44%</td>
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</tr>
<tr>
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<td></td>
<td>28%</td>
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</tr>
</tbody>
</table>
TABLE 15 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
<th>Gibraltar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coffee</td>
<td>3</td>
<td>21</td>
<td>12%</td>
<td>87%</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Cocoa</td>
<td></td>
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</tr>
<tr>
<td>Metals</td>
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<tr>
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</tr>
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</tr>
<tr>
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</tr>
<tr>
<td>Farm Products</td>
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</tr>
<tr>
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</tr>
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<td>02%</td>
<td>03%</td>
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<tr>
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<td></td>
<td>68%</td>
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<tr>
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</tr>
<tr>
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<tr>
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<td>Prussia-Low Countries</td>
<td>Spain</td>
<td>Italy</td>
<td>Caribbean</td>
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<tr>
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</tr>
<tr>
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<tr>
<td>Hardware</td>
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</tr>
<tr>
<td>Candles</td>
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<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Whiskey/rum</td>
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TABLE 15 (Con't)

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NOTE: Based on random sample of manifests.
TABLE 16

DISTRIBUTION BY QUANTITY OF EXPORTS OVERSEAS FROM NEW ORLEANS
1826

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<th>British Isles</th>
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<th>Caribbean</th>
<th>Gibraltar</th>
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</tr>
<tr>
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### TABLE 16 (Con't)

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**Metals**
- Nails
- Lead
- Iron

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<th>Texas</th>
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</tr>
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<tr>
<td>Textiles</td>
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<tr>
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</tr>
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NOTE: Based on random sample of manifests.
TABLE 17
DISTRIBUTION BY QUANTITY OF IMPORTS FROM OVERSEAS INTO NEW ORLEANS
1821

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<td></td>
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</tr>
<tr>
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### TABLE 17 (Con't)

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<th>Spain</th>
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#### Metals

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#### Merchandise

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<th>Caribbean</th>
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</tbody>
</table>
TABLE 17 (Con't)

<table>
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<tr>
<th></th>
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<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
</tr>
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<td></td>
<td>01%</td>
<td>93%</td>
<td>04%</td>
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<td></td>
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<td>86%</td>
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<td></td>
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<td>6</td>
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</tbody>
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Spirits

<p>| | | | | | | |</p>
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<tr>
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<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>222</td>
<td>46</td>
<td>15</td>
<td></td>
<td>05%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>78%</td>
<td>16%</td>
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<td></td>
<td></td>
</tr>
<tr>
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<td>8,504</td>
<td>111</td>
<td>105</td>
<td>160</td>
<td>1,662</td>
<td></td>
</tr>
<tr>
<td></td>
<td>81%</td>
<td>01%</td>
<td></td>
<td>01%</td>
<td>16%</td>
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</table>

Farm Products

<table>
<thead>
<tr>
<th></th>
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<th>South America</th>
<th>Unknown</th>
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</thead>
<tbody>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td></td>
<td>142</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>59%</td>
<td></td>
</tr>
<tr>
<td>Grain</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Foods</td>
<td>Mexico</td>
<td>South America</td>
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<td>-------------</td>
<td>--------</td>
<td>---------------</td>
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</tr>
<tr>
<td>Sugar</td>
<td>12</td>
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<td>02%</td>
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</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Pork</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td>15</td>
<td>23</td>
</tr>
<tr>
<td></td>
<td></td>
<td>05%</td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>387</td>
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</tr>
<tr>
<td></td>
<td>03%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
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</tr>
<tr>
<td></td>
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<td>06%</td>
<td></td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>
**TABLE 17 (Con't)**

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td></td>
<td>16</td>
<td>04%</td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
TABLE 18

DISTRIBUTION BY QUANTITY OF IMPORTS FROM OVERSEAS INTO NEW ORLEANS 1826

<table>
<thead>
<tr>
<th>Product</th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
<th>Gibraltar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>836</td>
<td>99%</td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>12</td>
<td></td>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>52%</td>
<td></td>
<td>47%</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Flour</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Beef</td>
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<tr>
<td>Fish</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>100%</td>
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<td></td>
<td></td>
<td></td>
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<tr>
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<td></td>
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<td></td>
<td></td>
<td></td>
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<td>Cocoa</td>
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<td></td>
<td></td>
<td>9,637</td>
<td>99%</td>
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</table>
### TABLE 18 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
<th>Gilbraltar</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
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<td>5</td>
<td>04%</td>
<td>09%</td>
<td></td>
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<td>Lead</td>
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<td></td>
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<td></td>
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<td>12</td>
<td>90%</td>
<td>508</td>
<td>09%</td>
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<td></td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
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<td></td>
</tr>
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<td>Salt</td>
<td>17,836</td>
<td>100</td>
<td>99%</td>
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<tr>
<td>Hides</td>
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<td>25</td>
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<td>04%</td>
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<td>36%</td>
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<tr>
<td>Soap</td>
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</tr>
<tr>
<td>Candles</td>
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<td></td>
<td>1</td>
<td>100%</td>
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</tr>
</tbody>
</table>
### TABLE 18 (Con't)

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<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
<th>Gibraltar</th>
</tr>
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<tbody>
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<td></td>
<td>259</td>
<td>350</td>
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<td></td>
<td>91%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>03%</td>
<td>05%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
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<td></td>
<td>280</td>
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<td>Tobacco</td>
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<table>
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<tbody>
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<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
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<td></td>
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<tr>
<td>Flour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
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<td></td>
</tr>
<tr>
<td>Beef</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
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<td>Mexico</td>
<td>South America</td>
<td>Unknown</td>
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<td>---------</td>
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<td>241</td>
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<td>01%</td>
</tr>
<tr>
<td>Metals</td>
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<td></td>
</tr>
<tr>
<td>Nails</td>
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<td></td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
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<td></td>
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<td>1,492</td>
<td>171</td>
<td>88</td>
</tr>
<tr>
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<td></td>
<td>05%</td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td>88</td>
<td>9</td>
<td>06%</td>
</tr>
<tr>
<td>Hardware</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 18 (Con't)

<table>
<thead>
<tr>
<th>Spirits</th>
<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Wine</td>
<td></td>
<td></td>
<td>01%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
### TABLE 19

1821 AND 1826 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND BOSTON

(+) = surplus  
(-) = deficit

<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
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<tbody>
<tr>
<td>Jan.</td>
<td>+2,870</td>
<td>+24,903</td>
</tr>
<tr>
<td>Feb.</td>
<td>-32,502</td>
<td></td>
</tr>
<tr>
<td>Mar.</td>
<td>+3,093</td>
<td>+30,647</td>
</tr>
<tr>
<td>Apr.</td>
<td>-2,651</td>
<td>+43,332</td>
</tr>
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<td>-4,190</td>
<td>-1,667</td>
</tr>
<tr>
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<td>+91,994</td>
<td>+48,927</td>
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<tr>
<td>July</td>
<td>+27,785</td>
<td>+37,926</td>
</tr>
<tr>
<td>Aug.</td>
<td>+9,579</td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td>+6,662</td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td>+6,245</td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td>-7,206</td>
<td>-18,044</td>
</tr>
<tr>
<td>Dec.</td>
<td>-283,382</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>-181,703</td>
<td>+184,068</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** The value of exports, except those destined for Baltimore, Mobile, Pensacola, and New England ports exclusive of Boston, was derived by multiplying the quantities of commodities by their monthly price at the ports of destination. Philadelphia prices were used as proxies for those of Baltimore. New Orleans prices were used to calculate the value of exports to Mobile and Pensacola. The value of exports to New England ports other than Boston was derived from Boston prices. Import receipts were calculated from New Orleans prices. The prices for all but five commodities were taken from Cole’s *Wholesale Commodity Prices in the United States, 1700-1861* (Cambridge: Harvard University Press, 1938). The import and export values of iron, glassware, naval stores, and soap were calculated from the 1824 prices on a sample of Philadelphia...
foreign trade manifests. Those prices were listed by Herbst in the appendix to Interregional Commodity Trade From the North To the South and American Economic Development in the Antebellum Period (New York: Arno Press, 1978). The 1822 New York price of lead was used to determine lead receipts at all ports in 1821. The 1826 New York price was used to calculate lead receipts for that year at all ports. The commodities included in the trade balances were iron, glassware, naval stores, soap, lead, nails, salt, candles, whiskey, wine, coffee, fish, beef, lard, flour, port, molasses, sugar, grain, tobacco, and cotton. The criteria used to select the commodities were the availability of prices and the convertibility of commodity weights and measures to containers in which the commodities were shipped and listed on the manifests.
**TABLE 20**

1821 AND 1826 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND NEW ENGLAND (BOSTON EXCLUDED)
(+)= surplus      (-)= deficit

<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>-15,392</td>
<td>-703</td>
</tr>
<tr>
<td>Feb.</td>
<td>-1,288</td>
<td>+61,357</td>
</tr>
<tr>
<td>Mar.</td>
<td>-1,249</td>
<td>+52,136</td>
</tr>
<tr>
<td>Apr.</td>
<td>+10,995</td>
<td>+41,520</td>
</tr>
<tr>
<td>May</td>
<td>+20,496</td>
<td>+9,367</td>
</tr>
<tr>
<td>June</td>
<td>+12,981</td>
<td>+39,112</td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>+41,755</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td>+11,922</td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td>-187</td>
<td>-160</td>
</tr>
<tr>
<td>Nov.</td>
<td>-4,909</td>
<td>+24,443</td>
</tr>
<tr>
<td>Dec.</td>
<td>-6,127</td>
<td>-420</td>
</tr>
<tr>
<td>Total</td>
<td>+27,242</td>
<td>+268,407</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
<table>
<thead>
<tr>
<th>Month</th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+34,397</td>
<td>+25,399</td>
</tr>
<tr>
<td>Feb.</td>
<td>+86,460</td>
<td>+15,530</td>
</tr>
<tr>
<td>Mar.</td>
<td>+81,473</td>
<td>+53,551</td>
</tr>
<tr>
<td>Apr.</td>
<td>+144,216</td>
<td>+132,062</td>
</tr>
<tr>
<td>May</td>
<td>+75,356</td>
<td>+94,386</td>
</tr>
<tr>
<td>June</td>
<td>+181,616</td>
<td>+73,368</td>
</tr>
<tr>
<td>July</td>
<td>+2,746</td>
<td>+49,431</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td>-24</td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td>-251</td>
</tr>
<tr>
<td>Nov.</td>
<td>+28,363</td>
<td>+148,585</td>
</tr>
<tr>
<td>Dec.</td>
<td>-1,945</td>
<td>+195,388</td>
</tr>
<tr>
<td>Total</td>
<td>+632,431</td>
<td>+787,676</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+44,033</td>
<td>+362,563</td>
</tr>
<tr>
<td>Feb.</td>
<td>+36,386</td>
<td>+24,542</td>
</tr>
<tr>
<td>Mar.</td>
<td>+28,162</td>
<td>+14,537</td>
</tr>
<tr>
<td>Apr.</td>
<td>-850</td>
<td>+56,651</td>
</tr>
<tr>
<td>May</td>
<td>+48,266</td>
<td>+16,904</td>
</tr>
<tr>
<td>June</td>
<td>+46,709</td>
<td>+49,237</td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>+26,708</td>
</tr>
<tr>
<td>Aug.</td>
<td>+19,440</td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td>-1,183</td>
<td>-397</td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td>-23,078</td>
<td>+27,437</td>
</tr>
<tr>
<td>Dec.</td>
<td></td>
<td>+43,044</td>
</tr>
<tr>
<td>Total</td>
<td>+197,885</td>
<td>+621,226</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
### TABLE 23

**1821 AND 1826 PARTIAL BALANCE OF TRADE**
**NEW ORLEANS AND BALTIMORE**

(+)= surplus  (-)= deficit

<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+11,754</td>
<td>+22,400</td>
</tr>
<tr>
<td>Feb.</td>
<td></td>
<td>+49,421</td>
</tr>
<tr>
<td>Mar.</td>
<td>+25,976</td>
<td></td>
</tr>
<tr>
<td>Apr.</td>
<td>-143,783</td>
<td>+13,578</td>
</tr>
<tr>
<td>May</td>
<td>+18,751</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>+30,676</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>-1,638</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td>-1,125</td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td>+3,179</td>
<td>+5,803</td>
</tr>
<tr>
<td>Dec.</td>
<td></td>
<td>+90,238</td>
</tr>
<tr>
<td>Total</td>
<td>-56,626</td>
<td>+178,677</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
### Table 24

1821 and 1826 Partial Balance of Trade
New Orleans and Charleston

(+): surplus  (-): deficit

<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+8,536</td>
<td>+11,580</td>
</tr>
<tr>
<td>Feb.</td>
<td>+2,197</td>
<td></td>
</tr>
<tr>
<td>Mar.</td>
<td></td>
<td>+11,635</td>
</tr>
<tr>
<td>Apr.</td>
<td>+13,531</td>
<td>+2,700</td>
</tr>
<tr>
<td>May</td>
<td>+21,812</td>
<td>+1,832</td>
</tr>
<tr>
<td>June</td>
<td>+10,000</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>+11,352</td>
<td></td>
</tr>
<tr>
<td>Aug.</td>
<td>-2,184</td>
<td>-1,482</td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td></td>
<td>+14,665</td>
</tr>
<tr>
<td>Dec.</td>
<td></td>
<td>+2,160</td>
</tr>
<tr>
<td>Total</td>
<td>+65,244</td>
<td>+43,090</td>
</tr>
</tbody>
</table>

**Note:** Based on random sample of manifests.

**Source:** See Table 19.
**TABLE 25**

1821 AND 1826 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND SAVANNAH

(+)= surplus        (-)= deficit

<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th></th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb.</td>
<td></td>
<td>+820,999</td>
<td></td>
</tr>
<tr>
<td>Mar.</td>
<td>+6,189</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr.</td>
<td>-1,190</td>
<td>+3,807</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>July</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>+4,999</td>
<td></td>
<td>+824,806</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
# TABLE 26

**1821 AND 1826 PARTIAL BALANCE OF TRADE**  
**NEW ORLEANS AND PENSACOLA**  

(+) = surplus  
(-) = deficit

<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+6,316</td>
<td>+14,964</td>
</tr>
<tr>
<td>Feb.</td>
<td>+106</td>
<td>-9,221</td>
</tr>
<tr>
<td>Mar.</td>
<td>+837</td>
<td>+1,254</td>
</tr>
<tr>
<td>Apr.</td>
<td>+59</td>
<td>-1,946</td>
</tr>
<tr>
<td>May</td>
<td>+20,619</td>
<td>+515</td>
</tr>
<tr>
<td>June</td>
<td>+1,143</td>
<td>+2,290</td>
</tr>
<tr>
<td>July</td>
<td>+218</td>
<td>+9,172</td>
</tr>
<tr>
<td>Aug.</td>
<td>+2,876</td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td>+753</td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td>+913</td>
<td>-686</td>
</tr>
<tr>
<td>Nov.</td>
<td>+253</td>
<td>-2,886</td>
</tr>
<tr>
<td>Dec.</td>
<td>-408</td>
<td>+2,179</td>
</tr>
<tr>
<td>Total</td>
<td>+33,685</td>
<td>+15,635</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+1,574</td>
<td>+16,315</td>
</tr>
<tr>
<td>Feb.</td>
<td>+45,729</td>
<td>+26,146</td>
</tr>
<tr>
<td>Mar.</td>
<td>-7,424</td>
<td>+128,628</td>
</tr>
<tr>
<td>Apr.</td>
<td>+13,643</td>
<td>+13,620</td>
</tr>
<tr>
<td>May</td>
<td>+11,201</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>+3,522</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td>+4,083</td>
<td>+1,807</td>
</tr>
<tr>
<td>Nov.</td>
<td></td>
<td>+2,093</td>
</tr>
<tr>
<td>Dec.</td>
<td>+118</td>
<td>+33,158</td>
</tr>
<tr>
<td>Total</td>
<td>+79,870</td>
<td>+214,343</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
<table>
<thead>
<tr>
<th>Region</th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulf South</td>
<td>186,934</td>
<td>282,336</td>
</tr>
<tr>
<td>South Atlantic</td>
<td>116,107</td>
<td>828,259</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>1,014,896</td>
<td>1,468,711</td>
</tr>
<tr>
<td>New England</td>
<td>298,389</td>
<td>451,049</td>
</tr>
<tr>
<td>To Foreign Ports</td>
<td>1,819,148</td>
<td>2,330,447</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
TABLE 29

DOLLAR VALUE OF IMPORTS FROM COASTAL REGIONS AND ALL FOREIGN PORTS IN 1821 AND 1826

<table>
<thead>
<tr>
<th>Region</th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulf South</td>
<td>51,204</td>
<td>37,762</td>
</tr>
<tr>
<td>South Atlantic</td>
<td>6,051</td>
<td>828</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>232,543</td>
<td>47,117</td>
</tr>
<tr>
<td>New England</td>
<td>404,985</td>
<td>42,054</td>
</tr>
<tr>
<td>From Foreign Ports</td>
<td>1,057,570</td>
<td>953,306</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
TABLE 30

DOLLAR VALUE OF EXPORTS DISTRIBUTED AMONG FOREIGN PORT GROUPS IN 1821 AND 1826

<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>British Isles</td>
<td>892,523</td>
<td>1,115,273</td>
</tr>
<tr>
<td>France</td>
<td>645,273</td>
<td>920,599</td>
</tr>
<tr>
<td>Caribbean</td>
<td>118,255</td>
<td>128,313</td>
</tr>
<tr>
<td>Prussia-Low Countries</td>
<td>114,514</td>
<td>39,515</td>
</tr>
<tr>
<td>Mexico</td>
<td>43,380</td>
<td>119,999</td>
</tr>
<tr>
<td>South America</td>
<td>4,627</td>
<td></td>
</tr>
<tr>
<td>Italy</td>
<td>576</td>
<td></td>
</tr>
<tr>
<td>Spain</td>
<td></td>
<td>419</td>
</tr>
<tr>
<td>Texas</td>
<td></td>
<td>6,329</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
TABLE 31

DOLLAR VALUE OF IMPORTS FROM FOREIGN PORT GROUPS IN 1821 AND 1826

<table>
<thead>
<tr>
<th></th>
<th>1821</th>
<th>1826</th>
</tr>
</thead>
<tbody>
<tr>
<td>British Isles</td>
<td>129,623</td>
<td>116,644</td>
</tr>
<tr>
<td>France</td>
<td>181,097</td>
<td>159,616</td>
</tr>
<tr>
<td>Caribbean</td>
<td>692,681</td>
<td>649,612</td>
</tr>
<tr>
<td>Prussia-Low Countries</td>
<td>16,757</td>
<td>26,856</td>
</tr>
<tr>
<td>Mexico</td>
<td>19,112</td>
<td></td>
</tr>
<tr>
<td>South America</td>
<td>8,999</td>
<td></td>
</tr>
<tr>
<td>Italy</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Spain</td>
<td>9,271</td>
<td>419</td>
</tr>
<tr>
<td>Texas</td>
<td></td>
<td>159</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
TABLE 32
BALANCE OF TRADE AMONG COMMODITY GROUPINGS
1821
(+) = surplus  (-) = deficit

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Domestic</th>
<th>Foreign</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton exports</td>
<td>$698,732</td>
<td>$1,467,808</td>
<td>$2,166,540</td>
</tr>
<tr>
<td>Cotton imports</td>
<td>1,222</td>
<td></td>
<td>1,222</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+697,510</td>
<td>+1,467,808</td>
<td>+2,165,318</td>
</tr>
<tr>
<td>Food exports</td>
<td>870,335</td>
<td>155,544</td>
<td>1,025,879</td>
</tr>
<tr>
<td>Food imports</td>
<td>492,714</td>
<td>685,452</td>
<td>1,178,166</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+377,621</td>
<td>-529,908</td>
<td>-152,287</td>
</tr>
<tr>
<td>Farm Prod. exports</td>
<td>366,329</td>
<td>182,238</td>
<td>518,567</td>
</tr>
<tr>
<td>Farm Prod. imports</td>
<td>2,664</td>
<td>12,523</td>
<td>15,187</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+333,665</td>
<td>+169,715</td>
<td>+503,380</td>
</tr>
<tr>
<td>Metals' exports</td>
<td>31,273</td>
<td>2,089</td>
<td>33,362</td>
</tr>
<tr>
<td>Metals' imports</td>
<td>45,439</td>
<td>5,437</td>
<td>50,876</td>
</tr>
<tr>
<td>BALANCE</td>
<td>-14,166</td>
<td>-3,348</td>
<td>-17,514</td>
</tr>
<tr>
<td>Manfg. exports</td>
<td>4,634</td>
<td>383</td>
<td>5,017</td>
</tr>
<tr>
<td>Manfg. imports</td>
<td>109,425</td>
<td>1,596</td>
<td>111,021</td>
</tr>
<tr>
<td>BALANCE</td>
<td>-104,791</td>
<td>-1,213</td>
<td>-106,004</td>
</tr>
<tr>
<td>Spirit exports</td>
<td>21,535</td>
<td>8,956</td>
<td>30,491</td>
</tr>
<tr>
<td>Spirit imports</td>
<td>29,941</td>
<td>223,815</td>
<td>253,756</td>
</tr>
<tr>
<td>BALANCE</td>
<td>-8,406</td>
<td>-214,859</td>
<td>-223,265</td>
</tr>
<tr>
<td>All exports</td>
<td>1,962,838</td>
<td>1,817,018</td>
<td>3,779,856</td>
</tr>
<tr>
<td>All imports</td>
<td>681,405</td>
<td>918,823</td>
<td>1,610,228</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+1,281,433</td>
<td>+888,195</td>
<td>+2,169,628</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Commodity</th>
<th>Domestic</th>
<th>Foreign</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton exports</td>
<td>723,865</td>
<td>$2,041,627</td>
<td>$2,765,492</td>
</tr>
<tr>
<td>Cotton imports</td>
<td>37,143</td>
<td>37,143</td>
<td>37,143</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+ 686,722</td>
<td></td>
<td>+2,728,349</td>
</tr>
<tr>
<td>Food exports</td>
<td>1,783,283</td>
<td>160,296</td>
<td>1,943,579</td>
</tr>
<tr>
<td>Food imports</td>
<td>27,367</td>
<td>619,487</td>
<td>646,854</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+1,755,916</td>
<td>- 431,824</td>
<td>+1,324,092</td>
</tr>
<tr>
<td>Farm Prod. exports</td>
<td>270,914</td>
<td>85,991</td>
<td>356,905</td>
</tr>
<tr>
<td>Farm Prod. imports</td>
<td>1,422</td>
<td>63,465</td>
<td>64,887</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+ 269,492</td>
<td>+ 22,526</td>
<td>+ 292,018</td>
</tr>
<tr>
<td>Metals' exports</td>
<td>207,150</td>
<td>768</td>
<td>207,918</td>
</tr>
<tr>
<td>Metals' imports</td>
<td>14,134</td>
<td>6,686</td>
<td>20,820</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+ 193,016</td>
<td>+ 5,918</td>
<td>+ 187,908</td>
</tr>
<tr>
<td>Mfg. exports</td>
<td>1,353</td>
<td>3,731</td>
<td>5,084</td>
</tr>
<tr>
<td>Mfg. imports</td>
<td>37,670</td>
<td>3,071</td>
<td>40,741</td>
</tr>
<tr>
<td>BALANCE</td>
<td>- 36,317</td>
<td>+ 660</td>
<td>- 35,657</td>
</tr>
<tr>
<td>Spirits exports</td>
<td>24,523</td>
<td>32,636</td>
<td>57,159</td>
</tr>
<tr>
<td>Spirits imports</td>
<td>8,445</td>
<td>5,275</td>
<td>13,720</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+ 16,078</td>
<td>+ 27,361</td>
<td>- 43,439</td>
</tr>
<tr>
<td>All exports</td>
<td>3,011,088</td>
<td>2,325,049</td>
<td>5,336,137</td>
</tr>
<tr>
<td>All imports</td>
<td>126,181</td>
<td>670,617</td>
<td>796,798</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+2,884,907</td>
<td>+1,654,432</td>
<td>+4,539,339</td>
</tr>
</tbody>
</table>
Table 1

DISTRIBUTION BY QUANTITY OF SELECTED COMMODITIES IN COASTAL AND OVERSEAS TRADE
1837

<table>
<thead>
<tr>
<th></th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>24,402</td>
<td>17%</td>
<td>336</td>
<td>114,329</td>
</tr>
<tr>
<td>Tobacco</td>
<td>3,217</td>
<td>21%</td>
<td>1,239</td>
<td>8,220</td>
</tr>
<tr>
<td>Grain</td>
<td>67,229</td>
<td>96%</td>
<td>7</td>
<td>2,429</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>10,656</td>
<td>74%</td>
<td>323</td>
<td>503</td>
</tr>
<tr>
<td>Molasses</td>
<td>11,873</td>
<td>93%</td>
<td>620</td>
<td>55</td>
</tr>
<tr>
<td>Pork</td>
<td>22,361</td>
<td>87%</td>
<td>31</td>
<td>545</td>
</tr>
<tr>
<td>Flour</td>
<td>16,414</td>
<td>44%</td>
<td>903</td>
<td>20,007</td>
</tr>
<tr>
<td>Lard</td>
<td>27,490</td>
<td>62%</td>
<td></td>
<td>16,006</td>
</tr>
<tr>
<td>Beef</td>
<td>261</td>
<td>11%</td>
<td>34</td>
<td>1,564</td>
</tr>
<tr>
<td>Fish</td>
<td>115</td>
<td>10,282</td>
<td>84%</td>
<td>543</td>
</tr>
<tr>
<td>Coffee</td>
<td>340</td>
<td>1,501</td>
<td>03%</td>
<td>2,838</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td>480</td>
</tr>
</tbody>
</table>
# TABLE 1 (Cont'd)

<table>
<thead>
<tr>
<th></th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>3,844</td>
<td>72%</td>
<td>249</td>
<td>05%</td>
</tr>
<tr>
<td>Lead</td>
<td>40,088</td>
<td>96%</td>
<td>1,063</td>
<td>02%</td>
</tr>
<tr>
<td>Iron</td>
<td>37,005</td>
<td>46%</td>
<td>881</td>
<td>01%</td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>840</td>
<td>01%</td>
<td>12,235</td>
<td>19%</td>
</tr>
<tr>
<td>Hides</td>
<td>6,989</td>
<td>25%</td>
<td>714</td>
<td>02%</td>
</tr>
<tr>
<td>Glassware</td>
<td>434</td>
<td>18%</td>
<td>466</td>
<td>19%</td>
</tr>
<tr>
<td>Soap</td>
<td>1,261</td>
<td>20%</td>
<td>4,605</td>
<td>72%</td>
</tr>
<tr>
<td>Naval stores</td>
<td>20</td>
<td>01%</td>
<td>704</td>
<td>58%</td>
</tr>
<tr>
<td>Textiles</td>
<td>15</td>
<td></td>
<td>303</td>
<td>10%</td>
</tr>
<tr>
<td>Hardware</td>
<td>5</td>
<td></td>
<td>99</td>
<td>02%</td>
</tr>
<tr>
<td>Candles</td>
<td>152</td>
<td>02%</td>
<td>6,570</td>
<td>86%</td>
</tr>
<tr>
<td>Lumber</td>
<td>312,729</td>
<td>67%</td>
<td>81,979</td>
<td>17%</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>3,249</td>
<td>36%</td>
<td>3,932</td>
<td>44%</td>
</tr>
<tr>
<td>Wine</td>
<td>973</td>
<td>02%</td>
<td>1,639</td>
<td>03%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
TABLE 1 (Con't)

Blanks in all tables in Appendix III indicate zero. Percentages are rounded to two decimal places. The commodity quantity measures included in all tables showing distribution by quantity are listed in Table 1, Appendix V.
<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>41,970</td>
<td>1,619</td>
<td>162,507</td>
<td>79%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>2,147</td>
<td>5,214</td>
<td>41,107</td>
<td>81%</td>
</tr>
<tr>
<td>Grain</td>
<td>187,749</td>
<td>160</td>
<td>137,236</td>
<td>42%</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>22,097</td>
<td>291</td>
<td>22</td>
<td>5,291</td>
</tr>
<tr>
<td>Molasses</td>
<td>15,114</td>
<td>200</td>
<td>1,603</td>
<td>315</td>
</tr>
<tr>
<td>Pork</td>
<td>122,834</td>
<td>436</td>
<td>9,162</td>
<td>264</td>
</tr>
<tr>
<td>Flour</td>
<td>40,174</td>
<td>1,457</td>
<td>97,829</td>
<td>3,052</td>
</tr>
<tr>
<td>Lard</td>
<td>56,665</td>
<td>74,631</td>
<td>1,085</td>
<td>264</td>
</tr>
<tr>
<td>Beef</td>
<td>2,725</td>
<td>61</td>
<td>9,396</td>
<td>55</td>
</tr>
<tr>
<td>Fish</td>
<td>40</td>
<td>4,394</td>
<td>286</td>
<td>20,433</td>
</tr>
<tr>
<td>Coffee</td>
<td>3,638</td>
<td></td>
<td>59</td>
<td>108,096</td>
</tr>
<tr>
<td>Cocoa</td>
<td>894</td>
<td>30</td>
<td></td>
<td>9,830</td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>3,545</td>
<td>9,122</td>
<td>27,140</td>
<td>68%</td>
</tr>
</tbody>
</table>

TABLE 2
DISTRIBUTION BY QUANTITY OF SELECTED COMMODITIES IN COASTAL AND OVERSEAS TRADE
1846
TABLE 2 (Con't)

<table>
<thead>
<tr>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>120,407 75%</td>
<td>552</td>
<td>40,059 25%</td>
</tr>
<tr>
<td>Iron</td>
<td>182</td>
<td>2,202 07%</td>
<td>200</td>
</tr>
</tbody>
</table>

Merchandise

<table>
<thead>
<tr>
<th></th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt</td>
<td>5,626 02%</td>
<td>8,014 03%</td>
<td>225,191 94%</td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td>35,773 63%</td>
<td>10,722 19%</td>
<td>7,140 13%</td>
<td>2,814 05%</td>
</tr>
<tr>
<td>Glassware</td>
<td>50,223 71%</td>
<td>714 01%</td>
<td>19,273 27%</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>60,958 96%</td>
<td>2,320 04%</td>
<td>10</td>
<td>19</td>
</tr>
<tr>
<td>Naval stores</td>
<td>243 04%</td>
<td>5,128 94%</td>
<td>90 02%</td>
<td>1</td>
</tr>
<tr>
<td>Textiles</td>
<td>2,216 47%</td>
<td>1,337 28%</td>
<td>269 06%</td>
<td>864 18%</td>
</tr>
<tr>
<td>Hardware</td>
<td>419 01%</td>
<td>27,449 85%</td>
<td>67</td>
<td>4,267 13%</td>
</tr>
<tr>
<td>Candles</td>
<td>644 15%</td>
<td>2,682 64%</td>
<td>135 03%</td>
<td>748 18%</td>
</tr>
<tr>
<td>Lumber</td>
<td>218,606 18%</td>
<td>620,985 50%</td>
<td>105,798 09%</td>
<td>274,707 22%</td>
</tr>
<tr>
<td>Staves</td>
<td>96,800 11%</td>
<td>265</td>
<td>792,834 89%</td>
<td>36</td>
</tr>
</tbody>
</table>

Spirits

<table>
<thead>
<tr>
<th></th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>10,194 70%</td>
<td>1,937 13%</td>
<td>15</td>
<td>2,467 17%</td>
</tr>
<tr>
<td>Wine</td>
<td>1,119 05%</td>
<td>2,181 09%</td>
<td>59</td>
<td>19,946 85%</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
### TABLE 3

**DISTRIBUTION OF SELECTED EXPORTS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL TO EACH REGION**

1837

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$ 3,087 (01)</td>
<td>$447,286 (25)</td>
<td>$775,765 (58)</td>
<td>$1,226,138 (34)</td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>$4,181 (02)</td>
<td>3,392 (01)</td>
<td>180,960 (10)</td>
<td>60,371 (04)</td>
<td>248,904 (07)</td>
</tr>
<tr>
<td>Grain</td>
<td>12,364 (05)</td>
<td>2,626 (01)</td>
<td>23,086 (01)</td>
<td>52,951 (04)</td>
<td>91,027 (02)</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>38,841 (16)</td>
<td>130,356 (57)</td>
<td>448,977 (25)</td>
<td>96,736 (07)</td>
<td>714,910 (20)</td>
</tr>
<tr>
<td>Molasses</td>
<td>8,707 (04)</td>
<td>5,745 (02)</td>
<td>85,877 (05)</td>
<td>11,132</td>
<td>111,461 (03)</td>
</tr>
<tr>
<td>Pork</td>
<td>28,223 (12)</td>
<td>37,074 (16)</td>
<td>250,577 (14)</td>
<td>143,469 (11)</td>
<td>459,343 (13)</td>
</tr>
<tr>
<td>Flour</td>
<td>72,831 (31)</td>
<td>3,660 (02)</td>
<td>72,131 (04)</td>
<td>45,621 (03)</td>
<td>194,243 (05)</td>
</tr>
<tr>
<td>Lard</td>
<td>26,354 (11)</td>
<td>11,549 (05)</td>
<td>46,915 (03)</td>
<td>42,538 (03)</td>
<td>127,356 (03)</td>
</tr>
<tr>
<td>Beef</td>
<td>2,785 (01)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>154</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>2,596 (01)</td>
<td>232</td>
<td>2,822</td>
<td>409</td>
<td>6,059</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE 3 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>6,854 (03)</td>
<td>170,593 (10)</td>
<td>61,477 (04)</td>
<td>238,924 (07)</td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>564</td>
<td></td>
<td></td>
<td></td>
<td>564</td>
</tr>
<tr>
<td>Glassware</td>
<td>116</td>
<td>19</td>
<td></td>
<td></td>
<td>135</td>
</tr>
<tr>
<td>Soap</td>
<td>562</td>
<td>1,040</td>
<td>302</td>
<td>1,904</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td>46</td>
<td></td>
<td></td>
<td></td>
<td>46</td>
</tr>
<tr>
<td>Candles</td>
<td>3,356 (01)</td>
<td></td>
<td></td>
<td></td>
<td>3,356</td>
</tr>
<tr>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>20,397 (09)</td>
<td>22,628 (10)</td>
<td>7,623</td>
<td>3,300</td>
<td>53,948 (01)</td>
</tr>
<tr>
<td>Wine</td>
<td>8,021 (03)</td>
<td>3,924 (02)</td>
<td>18,666 (01)</td>
<td>256</td>
<td>30,867</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
The standardized quantity measures used to price all commodities included in tables showing distribution of exports and imports by dollar value are listed in Appendix V, Table 1. The prices used to calculate dollar values are listed in Tables 2-5 in
TABLE 3 (Con't)

Appendix V.

SOURCE: The values of most of the commodities listed are derived from the average monthly prices at the principal port in each of four regions: the Gulf Coast represented by New Orleans, the South Atlantic represented by Charleston, the Middle Atlantic represented by New York, and New England represented by Boston. The prices are taken from Arthur Harrison Cole's Wholesale Commodity Prices in the United States, 1700-1861 (Cambridge: Harvard University Press, 1938). The value of lead exports is derived from New York prices. The prices of iron, glassware, naval stores, soap, and cocoa are taken from a sample of 1839 in Philadelphia outward foreign trade manifests and are listed by Lawrence Herbst in the appendix to Interregional Commodity Trade From the North to the South and American Economic Development in the Antebellum Period (New York: Arno Press, 1978).
TABLE 4

DISTRIBUTION OF SELECTED EXPORTS EXPRESSED IN DOLLARS AND
AS A PERCENTAGE OF TOTAL TO EACH REGION
1846

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$119,469 (29)</td>
<td>$13,936 (02)</td>
<td>$622,207 (15)</td>
<td>$750,326 (53)</td>
<td>$1,505,938 (23)</td>
</tr>
<tr>
<td>Tobacco</td>
<td>19,578 (05)</td>
<td>3,300</td>
<td>63,470 (01)</td>
<td>30,208 (02)</td>
<td>116,556 (02)</td>
</tr>
<tr>
<td>Grain</td>
<td>14,929 (04)</td>
<td>23,431 (04)</td>
<td>75,351 (02)</td>
<td>135,247 (09)</td>
<td>248,958 (04)</td>
</tr>
<tr>
<td><strong>Food</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>79,300 (19)</td>
<td>204,044 (36)</td>
<td>1,089,522 (27)</td>
<td>37,635 (03)</td>
<td>1,410,501 (22)</td>
</tr>
<tr>
<td>Molasses</td>
<td>8,419 (02)</td>
<td>23,448 (04)</td>
<td>90,684 (02)</td>
<td>1,127</td>
<td>123,678 (02)</td>
</tr>
<tr>
<td>Pork</td>
<td>14,560 (03)</td>
<td>157,596 (28)</td>
<td>972,074 (24)</td>
<td>164,015 (11)</td>
<td>1,308,245 (20)</td>
</tr>
<tr>
<td>Flour</td>
<td>20,413 (05)</td>
<td>23,805 (04)</td>
<td>54,308 (01)</td>
<td>98,818 (07)</td>
<td>197,344 (03)</td>
</tr>
<tr>
<td>Lard</td>
<td>5,924 (01)</td>
<td>4,806</td>
<td>112,346 (03)</td>
<td>52,866 (04)</td>
<td>175,942 (03)</td>
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<tr>
<td>Beef</td>
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<td>10,320 (02)</td>
<td>8,842</td>
<td>3,261</td>
<td>23,613</td>
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<tr>
<td>Fish</td>
<td>38</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>34,507 (08)</td>
<td>6,633 (01)</td>
<td>1,180</td>
<td>56</td>
<td>42,376</td>
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<tr>
<td>Cocoa</td>
<td>800</td>
<td></td>
<td>5,583</td>
<td>6,383</td>
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</tr>
</tbody>
</table>

| Metals          |            |                |                 |             |               |
| Nails           | 474         | 129            | 13,960          | 14,563       |               |
### TABLE 4 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>35,286 (09)</td>
<td>23,759 (04)</td>
<td>383,664 (09)</td>
<td>126,816 (09)</td>
<td>569,525 (09)</td>
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<td>65</td>
<td>246</td>
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<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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<td>7,674 (02)</td>
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<td>485,657 (07)</td>
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<td>90,600 (02)</td>
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<td></td>
<td>92,077 (01)</td>
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<tr>
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<td>5</td>
<td>303</td>
<td></td>
<td>326</td>
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<td></td>
<td>9,305</td>
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<td>13,500</td>
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<td>14,798</td>
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<tr>
<td>Staves</td>
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<td>2,550</td>
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<td>2,922</td>
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<tr>
<td><strong>Spirits</strong></td>
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<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>24,502 (06)</td>
<td>57,180 (10)</td>
<td>9,428</td>
<td>1,725</td>
<td>92,835 (01)</td>
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<tr>
<td>Wine</td>
<td>10,290 (02)</td>
<td>4,970</td>
<td>7,296</td>
<td></td>
<td>22,556</td>
</tr>
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</table>

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
TABLE 5

DISTRIBUTION OF SELECTED IMPORTS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH REGION
1837

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>$16,690 (20)</td>
<td></td>
<td></td>
<td></td>
<td>$16,690 (03)</td>
</tr>
<tr>
<td>Tobacco</td>
<td>613</td>
<td>$32,892 (72)</td>
<td>$34,732 (30)</td>
<td>$836</td>
<td>69,073 (14)</td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Foods                  |            |                |                |             |                 |
| Sugar                  | 12,542 (15) |                | 442            | 4,862 (02)  | 17,846 (03)     |
| Molasses               | 670        |                |                | 4,867 (02)  | 5,536 (01)      |
| Pork                   | 492        | 118            |                |             | 610             |
| Flour                  | 2,605 (03) | 3,709 (08)     | 2,694 (02)     |             | 9,008 (02)      |
| Lard                   |            |                |                |             | 363             |
| Beef                   | 363        |                |                |             |                 |
| Fish                   | 704        | 2,022 (04)     |                | 11,054 (04) | 13,780 (03)     |
| Coffee                 | 602        |                | 23,117 (20)    | 4,154 (02)  | 27,873 (05)     |
| Cocoa                  |            |                |                |             |                 |

<p>| Metals                 |            |                |                |             |                 |
| Nails                  | 1,406 (02) | 1,442 (04)     | 13,908 (12)    | 10,960 (04)  | 27,716 (05)     |</p>
<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>37,200 (44)</td>
<td>1,975 (04)</td>
<td>2,170 (02)</td>
<td>11,805 (05)</td>
<td>53,150 (10)</td>
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<tr>
<td>Iron</td>
<td>174</td>
<td>541</td>
<td>3,791 (01)</td>
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<td>4,506</td>
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<tr>
<td>Salt</td>
<td>3,422 (04)</td>
<td>4</td>
<td>3,731 (03)</td>
<td>137,912 (54)</td>
<td>145,069 (29)</td>
</tr>
<tr>
<td>Glassware</td>
<td>11</td>
<td>2,836 (06)</td>
<td>20,389 (17)</td>
<td>1,662</td>
<td>62,755 (12)</td>
</tr>
<tr>
<td>Soap</td>
<td>7,261 (09)</td>
<td>4</td>
<td>1,651</td>
<td></td>
<td>9,382 (02)</td>
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<tr>
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<td>590 (01)</td>
<td>552</td>
<td>463</td>
<td></td>
<td>1,605</td>
</tr>
<tr>
<td>Candles</td>
<td>606</td>
<td>192</td>
<td>6,097 (05)</td>
<td>55,860 (22)</td>
<td>62,755 (12)</td>
</tr>
<tr>
<td>Lumber</td>
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<td>20,389 (17)</td>
<td>1,662</td>
<td></td>
<td>24,994 (05)</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>12,992 (36)</td>
<td>167,955 (90)</td>
<td>49,056 (37)</td>
<td>3,584 (05)</td>
<td>233,587 (55)</td>
</tr>
<tr>
<td>Tobacco</td>
<td>12,992 (36)</td>
<td>167,955 (90)</td>
<td>49,056 (37)</td>
<td>3,584 (05)</td>
<td>233,587 (55)</td>
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<tr>
<td>Grain</td>
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<td>144</td>
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<table>
<thead>
<tr>
<th>Foods</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sugar</td>
<td>1,720 (03)</td>
<td>1,720</td>
<td>2,270 (02)</td>
<td>393</td>
<td>5,959 (01)</td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td>2,770 (00)</td>
<td>393</td>
<td>5,959 (01)</td>
</tr>
<tr>
<td>Pork</td>
<td>2,129 (06)</td>
<td>2,270 (02)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td>2,434 (07)</td>
<td>1,480</td>
<td>1,652 (01)</td>
<td>393</td>
<td>5,959 (01)</td>
</tr>
<tr>
<td>Lard</td>
<td>394 (01)</td>
<td>192</td>
<td></td>
<td></td>
<td>586</td>
</tr>
<tr>
<td>Beef</td>
<td>113</td>
<td>1,480</td>
<td>526</td>
<td>3,423 (05)</td>
<td>5,542 (01)</td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td>526</td>
<td>3,423 (05)</td>
<td>5,542 (01)</td>
</tr>
<tr>
<td>Coffee</td>
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<td>214</td>
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<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td>214</td>
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</tr>
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</table>

<table>
<thead>
<tr>
<th>Metals</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Nails</td>
<td>4,538 (02)</td>
<td>22,670 (17)</td>
<td>12,107 (19)</td>
<td>39,315 (09)</td>
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</tr>
<tr>
<td></td>
<td>Gulf South</td>
<td>South Atlantic</td>
<td>Middle Atlantic</td>
<td>New England</td>
<td>From All Regions</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------</td>
<td>----------------</td>
<td>----------------</td>
<td>-------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td>9</td>
<td>2,601 (04)</td>
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<tr>
<td>Iron</td>
<td>255</td>
<td>1</td>
<td>2,483 (02)</td>
<td>234</td>
<td>2,973</td>
</tr>
</tbody>
</table>

**Merchandise**

<table>
<thead>
<tr>
<th>Item</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt</td>
<td>7,498 (21)</td>
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<td>397</td>
<td>4,125 (06)</td>
<td>12,020 (03)</td>
</tr>
<tr>
<td>Glassware</td>
<td>116</td>
<td></td>
<td>5,270 (04)</td>
<td>1,508 (02)</td>
<td>6,894 (02)</td>
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<tr>
<td>Soap</td>
<td>433 (01)</td>
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<td>533</td>
<td>2,537 (04)</td>
<td>3,503</td>
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<tr>
<td>Naval stores</td>
<td>48</td>
<td>10,397 (06)</td>
<td>1,019</td>
<td>228</td>
<td>11,692 (03)</td>
</tr>
<tr>
<td>Candles</td>
<td>448 (01)</td>
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<td>16,328 (12)</td>
<td>21,978 (34)</td>
<td>38,754 (09)</td>
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<tr>
<td>Lumber</td>
<td>5,804 (16)</td>
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<td></td>
<td>370</td>
<td>6,209 (01)</td>
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<tr>
<td>Staves</td>
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<td>3</td>
<td>1</td>
<td>4</td>
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**Spirits**

<table>
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<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>2,660 (07)</td>
<td>68</td>
<td>11,149 (08)</td>
<td>844 (01)</td>
<td>14,721 (03)</td>
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<tr>
<td>Wine</td>
<td>994 (03)</td>
<td>1,120</td>
<td>19,712 (15)</td>
<td>8,708 (13)</td>
<td>30,534 (07)</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
**TABLE 7**

DISTRIBUTION OF SELECTED EXPORTS TO FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL TO EACH PORT GROUP 1837

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>1,043,406 (93)</td>
<td>3,723,176 (96)</td>
<td>42,639 (27)</td>
<td>103,529(100)</td>
<td>321,032(100)</td>
<td>316,824(66)</td>
</tr>
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<td>Tobacco</td>
<td>56,530 (05)</td>
<td>108,155 (03)</td>
<td>113,674 (73)</td>
<td>13,603(03)</td>
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<tr>
<td>Grain</td>
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<td></td>
<td></td>
<td></td>
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<td>Pork</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
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<td></td>
<td></td>
<td></td>
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<td>4,925(01)</td>
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<tr>
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<td>64,242(13)</td>
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<td>96</td>
</tr>
<tr>
<td>Coffee</td>
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<td>233</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE 7 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>2,384</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Merchandise</td>
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</tr>
<tr>
<td>Salt</td>
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<td></td>
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</tr>
<tr>
<td>Glassware</td>
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<td>58</td>
<td></td>
<td>338</td>
</tr>
<tr>
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TABLE 7 (Con't)

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TABLE 7 (Con't)

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**Spirits**

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**NOTE:** Based on random sample of manifests.
TABLE 8
DISTRIBUTION OF SELECTED EXPORTS TO FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL TO EACH PORT GROUP
1846

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<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
</tr>
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<tbody>
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<td>541,345 (83)</td>
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<td>49,421 (02)</td>
<td>73,649 (04)</td>
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| Metals        |        |              |          |       |       |           |
| Nails         | 116,370 (03) |              |          |       |       | 517       |
### TABLE 8 (Con't)

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NOTE: Based on random sample of manifests.
### TABLE 9

DISTRIBUTION OF SELECTED IMPORTS FROM FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH PORT GROUP

**1837**

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<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
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<td>491,817 (30)</td>
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TABLE 9 (Con't)

<table>
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<th>France</th>
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<th>Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
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<tbody>
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</tbody>
</table>

| Merchandise     |        |               |               |        |       |           |
| Salt            |        | 123,859 (69)  |               |        |       |           |
| Glassware       | 6,208(01) | 1,112        |               |        |       | 967       |
| Soap            |        |               |               |        |       |           |
| Naval stores    | 205    |               |               |        |       |           |
| Candles         |        |               |               |        |       | 46        |
| Lumber          |        |               |               |        |       | 6,447     |

| Spirits         |        |               |               |        |       |           |
| Whiskey/        | 10,230(02) | 192         |               |        |       | 2,043     |
| run            |         |               |               |        |       |           |
| Wine           | 518,912(96) | 1,921 (01) | 13,450 (22) |        |       | 3,736     |
TABLE 9 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Mexico</th>
<th>South America</th>
<th>Texas</th>
<th>Africa</th>
<th>Portugal From All Foreign Ports</th>
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</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
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<td>77,408 (03)</td>
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<tr>
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<td></td>
<td>111</td>
<td>56</td>
<td>134,915 (05)</td>
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<tr>
<td>Grain</td>
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<td><strong>Foods</strong></td>
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<td>32,028 (02)</td>
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<tr>
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<tr>
<td>Beef</td>
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<td>Fish</td>
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<td></td>
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<td>1,681</td>
</tr>
<tr>
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<td>5,793 (09)</td>
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<td>832,868 (32)</td>
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<td>506,325 (20)</td>
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<tr>
<td><strong>Metals</strong></td>
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<td>Nails</td>
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<tr>
<td>Iron</td>
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</table>
TABLE 9 (Con't)

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<th>Mexico</th>
<th>South America</th>
<th>Texas</th>
<th>Africa</th>
<th>Portugal</th>
<th>From All Foreign Ports</th>
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</thead>
<tbody>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>140,785 (05)</td>
</tr>
<tr>
<td>Glassware</td>
<td></td>
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<td></td>
<td>8,287</td>
</tr>
<tr>
<td>Soap</td>
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<td></td>
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<td></td>
<td>11</td>
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</tr>
<tr>
<td>Naval stores</td>
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<td></td>
<td></td>
<td>6,535</td>
</tr>
<tr>
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<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12,465</td>
</tr>
<tr>
<td>Wine</td>
<td></td>
<td></td>
<td>15</td>
<td>54,107 (100)</td>
<td>9,836 (100)</td>
<td>601,977 (23)</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
TABLE 10
DISTRIBUTION OF SELECTED IMPORTS FROM FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH PORT GROUP
1846

<table>
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<tr>
<th>Category</th>
<th>France</th>
<th>British Isles</th>
<th>Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
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<td></td>
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</tr>
<tr>
<td>Cotton</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>269</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>102,368 (18)</td>
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<tr>
<td>Grain</td>
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<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>254,280 (45)</td>
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<tr>
<td>Sugar</td>
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<tr>
<td>Molasses</td>
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<tr>
<td>Pork</td>
<td>716</td>
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<td>1,705 (25)</td>
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<tr>
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<td>6,953 (03)</td>
<td>8</td>
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<td>682</td>
<td>194 (03)</td>
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<td>974 (13)</td>
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<tr>
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<td></td>
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<td>68,760 (12)</td>
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<tr>
<td>Cocca</td>
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<td>63,039 (11)</td>
</tr>
<tr>
<td>Metals</td>
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<td></td>
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<tr>
<td>Nails</td>
<td>496</td>
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TABLE 10 (Con't)

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<th>Italy</th>
<th>Caribbean</th>
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<tr>
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</tr>
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<td></td>
</tr>
<tr>
<td>Candles</td>
<td>10,809 (04)</td>
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</tr>
<tr>
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<tr>
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<tr>
<td>Spirits</td>
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<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>14,052 (03)</td>
<td>4,142 (02)</td>
<td>388 (06)</td>
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<td>129 (02)</td>
<td>98</td>
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<tr>
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<td>2,884 (42)</td>
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<td>6,090 (83)</td>
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<tr>
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<td></td>
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</tr>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Tobacco</td>
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<td>102,638 (04)</td>
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<tr>
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<td>Mexico</td>
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<td>Africa</td>
<td>From All Foreign Ports</td>
<td></td>
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TABLE 10 (Con't)

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</thead>
<tbody>
<tr>
<td><strong>Grain</strong></td>
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<td></td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
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<td></td>
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<td>2,663</td>
</tr>
<tr>
<td>Molasses</td>
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<td></td>
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<td>10,846</td>
</tr>
<tr>
<td>Pork</td>
<td>242 (34)</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td></td>
<td></td>
<td>2,962</td>
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<tr>
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<td></td>
<td>518</td>
</tr>
<tr>
<td>Beef</td>
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<tr>
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</tr>
<tr>
<td>Nails</td>
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<td>Lead</td>
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</tr>
<tr>
<td>Iron</td>
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<td>5,682</td>
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<td>250,280 (10)</td>
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## TABLE 10 (Con't)

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<th>Africa</th>
<th>From All Foreign Ports</th>
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<td>Glassware</td>
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<tr>
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<td></td>
<td>29</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>10,809</td>
</tr>
<tr>
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<td>2,335</td>
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### Spirits

<p>| | | | | |</p>
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<th></th>
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</thead>
<tbody>
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</tr>
<tr>
<td>Wine</td>
<td>56</td>
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<td>273,504 (11)</td>
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</table>

**NOTE:** Based on random sample of manifests.
TABLE 11
DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE EXPORTS FROM NEW ORLEANS
1837

<table>
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<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>17</td>
<td>81</td>
<td>10,212 42%</td>
<td>14,092 58%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>75 02%</td>
<td>53 02%</td>
<td>2,262 70%</td>
<td>827 26%</td>
</tr>
<tr>
<td>Grain</td>
<td>29,439 44%</td>
<td>1,227 02%</td>
<td>11,046 16%</td>
<td>25,517 38%</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>946 09%</td>
<td>1,555 14%</td>
<td>6,777 63%</td>
<td>1,378 13%</td>
</tr>
<tr>
<td>Molasses</td>
<td>975 08%</td>
<td>3,755 32%</td>
<td>6,223 52%</td>
<td>920 08%</td>
</tr>
<tr>
<td>Pork</td>
<td>2,693 12%</td>
<td>1,670 07%</td>
<td>11,574 52%</td>
<td>6,424 29%</td>
</tr>
<tr>
<td>Flour</td>
<td>3,697 22%</td>
<td>343 02%</td>
<td>7,866 48%</td>
<td>4,508 27%</td>
</tr>
<tr>
<td>Lard</td>
<td>6,245 23%</td>
<td>2,401 09%</td>
<td>9,982 36%</td>
<td>8,862 32%</td>
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<tr>
<td>Beef</td>
<td>261 100%</td>
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<td></td>
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</tr>
<tr>
<td>Fish</td>
<td>115 100%</td>
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<td></td>
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<tr>
<td>Coffee</td>
<td>138 40%</td>
<td>12 03%</td>
<td>166 49%</td>
<td>24 07%</td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
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</tr>
<tr>
<td></td>
<td>Gulf South</td>
<td>South Atlantic</td>
<td>Middle Atlantic</td>
<td>New England</td>
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<tr>
<td>----------------------</td>
<td>------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Lead</td>
<td>1,150 03%</td>
<td>28,623 71%</td>
<td>10,315 26%</td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>5</td>
<td></td>
<td>37,000 100%</td>
<td></td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>130 15%</td>
<td>710 84%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td>139 02%</td>
<td>292 04%</td>
<td>3,924 56%</td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td>152 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>432 99%</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>372 29%</td>
<td>689 55%</td>
<td>200 16%</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td>20 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td>10 67%</td>
<td>5 33%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td>5 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>1,278 39%</td>
<td>1,262 39%</td>
<td>520 16%</td>
<td>189 06%</td>
</tr>
<tr>
<td>Wine</td>
<td>526 54%</td>
<td>54 05%</td>
<td>366 38%</td>
<td>27 03%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
### TABLE 12
DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE EXPORTS FROM NEW ORLEANS
1846

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>3,693 09%</td>
<td>417</td>
<td>16,977 40%</td>
<td>20,883 50%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>437 20%</td>
<td>44 02%</td>
<td>1,154 54%</td>
<td>512 24%</td>
</tr>
<tr>
<td>Grain</td>
<td>16,588 09%</td>
<td>17,751 09%</td>
<td>55,405 29%</td>
<td>98,005 52%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Foods</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sugar</td>
<td>1,525 07%</td>
<td>2,699 12%</td>
<td>17,294 78%</td>
<td>579 03%</td>
</tr>
<tr>
<td>Molasses</td>
<td>979 06%</td>
<td>1,922 13%</td>
<td>12,043 80%</td>
<td>170 01%</td>
</tr>
<tr>
<td>Pork</td>
<td>1,443 01%</td>
<td>15,619 13%</td>
<td>90,848 74%</td>
<td>14,924 12%</td>
</tr>
<tr>
<td>Flour</td>
<td>4,991 12%</td>
<td>4,344 11%</td>
<td>10,754 27%</td>
<td>20,085 50%</td>
</tr>
<tr>
<td>Lard</td>
<td>2,170 04%</td>
<td>1,397 02%</td>
<td>37,078 65%</td>
<td>16,020 28%</td>
</tr>
<tr>
<td>Beef</td>
<td>124 04%</td>
<td>1,075 39%</td>
<td>1,162 43%</td>
<td>364 13%</td>
</tr>
<tr>
<td>Fish</td>
<td>40 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>3,019 83%</td>
<td>511 14%</td>
<td>103 03%</td>
<td>5</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td>112 12%</td>
<td>782 87%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Metals</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Nails</td>
<td>110 03%</td>
<td>30</td>
<td>3,405 96%</td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td>Gulf South</td>
<td>South Atlantic</td>
<td>Middle Atlantic</td>
<td>New England</td>
</tr>
<tr>
<td>--------------</td>
<td>------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Salt</td>
<td>5,116 91%</td>
<td>510 09%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td>1,018 03%</td>
<td>500 01%</td>
<td>9,916 27%</td>
<td>24,339 68%</td>
</tr>
<tr>
<td>Glassware</td>
<td>134</td>
<td></td>
<td>50,068 100%</td>
<td>21</td>
</tr>
<tr>
<td>Soap</td>
<td>958 01%</td>
<td></td>
<td>60,000 98%</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td>108 44%</td>
<td>2</td>
<td>133 55%</td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td>317 14%</td>
<td>991 45%</td>
<td>809 36%</td>
<td>99 04%</td>
</tr>
<tr>
<td>Hardware</td>
<td>390 93%</td>
<td></td>
<td>29 07%</td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td>565 88%</td>
<td>79 12%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td>127,970 58%</td>
<td></td>
<td>636</td>
<td>90,000 41%</td>
</tr>
<tr>
<td>Staves</td>
<td>5,000 05%</td>
<td></td>
<td>6,800 07%</td>
<td>85,000 88%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Spirits</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>3,224 32%</td>
<td>5,718 56%</td>
<td>1,080 10%</td>
<td>172 02%</td>
</tr>
<tr>
<td>Wine</td>
<td>735 66%</td>
<td>232 21%</td>
<td>152 13%</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
### TABLE 13

**DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE IMPORTS INTO NEW ORLEANS**

**1837**

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>329</td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Tobacco</td>
<td>11</td>
<td>590 48%</td>
<td>623 50%</td>
<td>15 01%</td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td>7 100%</td>
<td></td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>227 70%</td>
<td></td>
<td>8 02%</td>
<td>88 27%</td>
</tr>
<tr>
<td>Molasses</td>
<td>75 12%</td>
<td></td>
<td></td>
<td>545 88%</td>
</tr>
<tr>
<td>Pork</td>
<td>25 81%</td>
<td>6 19%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td>290 32%</td>
<td>413 46%</td>
<td>200 22%</td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td>34 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>524 05%</td>
<td>1,509 15%</td>
<td></td>
<td>8,249 80%</td>
</tr>
<tr>
<td>Coffee</td>
<td>32 02%</td>
<td></td>
<td>1,229 82%</td>
<td>240 16%</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>195 05%</td>
<td>200 05%</td>
<td>1,929 50%</td>
<td>1,520 39%</td>
</tr>
<tr>
<td></td>
<td>Gulf South</td>
<td>South Atlantic</td>
<td>Middle Atlantic</td>
<td>New England</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>Lead</strong></td>
<td>50 06%</td>
<td></td>
<td>1,063 100%</td>
<td>229 26%</td>
</tr>
<tr>
<td><strong>Iron</strong></td>
<td>602 68%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Salt</strong></td>
<td>8,560 70%</td>
<td>455 04%</td>
<td>500 04%</td>
<td>2,720 22%</td>
</tr>
<tr>
<td><strong>Hides</strong></td>
<td>714 100%</td>
<td>56 12%</td>
<td>392 84%</td>
<td></td>
</tr>
<tr>
<td><strong>Glassware</strong></td>
<td>18 04%</td>
<td>20 12%</td>
<td>3,928 85%</td>
<td></td>
</tr>
<tr>
<td><strong>Soap</strong></td>
<td>20 14%</td>
<td>657 14%</td>
<td>203 29%</td>
<td></td>
</tr>
<tr>
<td><strong>Naval stores</strong></td>
<td>259 36%</td>
<td>242 34%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Textiles</strong></td>
<td>5 02%</td>
<td>182 60%</td>
<td>116 38%</td>
<td></td>
</tr>
<tr>
<td><strong>Hardware</strong></td>
<td>55 55%</td>
<td>20 20%</td>
<td>9 09%</td>
<td></td>
</tr>
<tr>
<td><strong>Candles</strong></td>
<td>155 02%</td>
<td>169 02%</td>
<td>6,246 95%</td>
<td></td>
</tr>
<tr>
<td><strong>Lumber</strong></td>
<td>242,004 77%</td>
<td>15,684 05%</td>
<td>55,041 17%</td>
<td></td>
</tr>
</tbody>
</table>

**Spirits**

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Whiskey/rum</strong></td>
<td>38</td>
<td>12</td>
<td>382 10%</td>
<td>3,500 89%</td>
</tr>
<tr>
<td><strong>Wine</strong></td>
<td>7</td>
<td>186 11%</td>
<td>1,337 81%</td>
<td>109 07%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>1,619</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>290</td>
<td>05%</td>
<td>3,749</td>
<td>21%</td>
</tr>
<tr>
<td>Grain</td>
<td>450</td>
<td>15%</td>
<td>45</td>
<td>15%</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>45</td>
<td>15%</td>
<td>10</td>
<td>03%</td>
</tr>
<tr>
<td>Molasses</td>
<td>10</td>
<td>03%</td>
<td>236</td>
<td>81%</td>
</tr>
<tr>
<td>Pork</td>
<td>211</td>
<td>48%</td>
<td>225</td>
<td>52%</td>
</tr>
<tr>
<td>Flour</td>
<td>595</td>
<td>41%</td>
<td>404</td>
<td>28%</td>
</tr>
<tr>
<td>Lard</td>
<td>120</td>
<td>03%</td>
<td>73</td>
<td>02%</td>
</tr>
<tr>
<td>Beef</td>
<td>41</td>
<td>67%</td>
<td>20</td>
<td>33%</td>
</tr>
<tr>
<td>Fish</td>
<td>120</td>
<td>03%</td>
<td>73</td>
<td>02%</td>
</tr>
<tr>
<td>Coffee</td>
<td>30</td>
<td>100%</td>
<td>30</td>
<td>100%</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>1,053</td>
<td>11%</td>
<td>5,260</td>
<td>58%</td>
</tr>
</tbody>
</table>

TABLE 14
DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE IMPORTS INTO NEW ORLEANS
1846

Farm Products
- Cotton: 1,619 (100%)
- Tobacco: 290 (05%)
- Grain: 450 (15%)

Foods
- Sugar: 45 (15%)
- Molasses: 10 (03%)
- Pork: 211 (48%)
- Flour: 595 (41%)
- Lard: 120 (03%)
- Beef: 41 (67%)
- Fish: 73 (02%)
- Coffee: 30 (100%)
- Nails: 1,053 (11%)

New England
- 80 (01%)

South Atlantic
- 3,749 (72%)
- 1,095 (21%)
- 160 (100%)

Middle Atlantic
- 225 (52%)
- 404 (28%)
- 559 (13%)
- 2,809 (31%)

Gulf South
- 450 (15%)
- 362 (25%)
- 211 (48%)
- 595 (41%)
- 120 (03%)
- 41 (67%)
- 1,053 (11%)
- 1,619 (100%)

South Atlantic
- 290 (05%)
- 3,749 (72%)
- 1,095 (21%)
- 80 (01%)

Middle Atlantic
- 160 (100%)
- 225 (52%)
- 404 (28%)
- 559 (13%)
- 2,809 (31%)

New England
- 80 (01%)
- 3,749 (72%)
- 1,095 (21%)
- 160 (100%)

Gulf South
- 450 (15%)
- 362 (25%)
- 211 (48%)
- 595 (41%)
- 120 (03%)
- 41 (67%)
- 1,053 (11%)
- 1,619 (100%)

South Atlantic
- 290 (05%)
- 3,749 (72%)
- 1,095 (21%)
- 80 (01%)

Middle Atlantic
- 160 (100%)
- 225 (52%)
- 404 (28%)
- 559 (13%)
- 2,809 (31%)

New England
- 80 (01%)
- 3,749 (72%)
- 1,095 (21%)
- 160 (100%)

Gulf South
- 450 (15%)
- 362 (25%)
- 211 (48%)
- 595 (41%)
- 120 (03%)
- 41 (67%)
- 1,053 (11%)
- 1,619 (100%)

South Atlantic
- 290 (05%)
- 3,749 (72%)
- 1,095 (21%)
- 80 (01%)

Middle Atlantic
- 160 (100%)
- 225 (52%)
- 404 (28%)
- 559 (13%)
- 2,809 (31%)

New England
- 80 (01%)
- 3,749 (72%)
- 1,095 (21%)
- 160 (100%)

Gulf South
- 450 (15%)
- 362 (25%)
- 211 (48%)
- 595 (41%)
- 120 (03%)
- 41 (67%)
- 1,053 (11%)
- 1,619 (100%)

South Atlantic
- 290 (05%)
- 3,749 (72%)
- 1,095 (21%)
- 80 (01%)

Middle Atlantic
- 160 (100%)
- 225 (52%)
- 404 (28%)
- 559 (13%)
- 2,809 (31%)

New England
- 80 (01%)
- 3,749 (72%)
- 1,095 (21%)
- 160 (100%)

Gulf South
- 450 (15%)
- 362 (25%)
- 211 (48%)
- 595 (41%)
- 120 (03%)
- 41 (67%)
- 1,053 (11%)
- 1,619 (100%)

South Atlantic
- 290 (05%)
- 3,749 (72%)
- 1,095 (21%)
- 80 (01%)

Middle Atlantic
- 160 (100%)
- 225 (52%)
- 404 (28%)
- 559 (13%)
- 2,809 (31%)

New England
- 80 (01%)
- 3,749 (72%)
- 1,095 (21%)
- 160 (100%)

Gulf South
- 450 (15%)
- 362 (25%)
- 211 (48%)
- 595 (41%)
- 120 (03%)
- 41 (67%)
- 1,053 (11%)
- 1,619 (100%)

South Atlantic
- 290 (05%)
- 3,749 (72%)
- 1,095 (21%)
- 80 (01%)

Middle Atlantic
- 160 (100%)
- 225 (52%)
- 404 (28%)
- 559 (13%)
- 2,809 (31%)

New England
- 80 (01%)
- 3,749 (72%)
- 1,095 (21%)
- 160 (100%)

Gulf South
- 450 (15%)
- 362 (25%)
- 211 (48%)
- 595 (41%)
- 120 (03%)
- 41 (67%)
- 1,053 (11%)
- 1,619 (100%)

South Atlantic
- 290 (05%)
- 3,749 (72%)
- 1,095 (21%)
- 80 (01%)

Middle Atlantic
TABLE 14 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lead</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>189 08%</td>
<td>1</td>
<td>1,839 84%</td>
<td>173 08%</td>
</tr>
<tr>
<td><strong>Iron</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Salt</strong></td>
<td>4,999 62%</td>
<td>7,629 71%</td>
<td>265 03%</td>
<td>2,750 34%</td>
</tr>
<tr>
<td><strong>Hides</strong></td>
<td>3,066 28%</td>
<td>1</td>
<td>545 76%</td>
<td>156 22%</td>
</tr>
<tr>
<td><strong>Glassware</strong></td>
<td>12 02%</td>
<td>1</td>
<td>545 76%</td>
<td>156 22%</td>
</tr>
<tr>
<td><strong>Soap</strong></td>
<td>287 12%</td>
<td>238 18%</td>
<td>365 27%</td>
<td>135 10%</td>
</tr>
<tr>
<td><strong>Naval stores</strong></td>
<td>21</td>
<td>4,560 89%</td>
<td>447 09%</td>
<td>100 02%</td>
</tr>
<tr>
<td><strong>Textiles</strong></td>
<td>599 45%</td>
<td>238 18%</td>
<td>365 27%</td>
<td>135 10%</td>
</tr>
<tr>
<td><strong>Hardware</strong></td>
<td>25,000 91%</td>
<td>4,560 89%</td>
<td>2,437 09%</td>
<td>12</td>
</tr>
<tr>
<td><strong>Candles</strong></td>
<td>31 01%</td>
<td>1,130 42%</td>
<td>1,521 57%</td>
<td></td>
</tr>
<tr>
<td><strong>Lumber</strong></td>
<td>580,392 93%</td>
<td>3,549</td>
<td>44</td>
<td>37,000 06%</td>
</tr>
<tr>
<td><strong>Staves</strong></td>
<td>38 14%</td>
<td>150 57%</td>
<td>77</td>
<td>29</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Whiskey/rum</strong></td>
<td>350 18%</td>
<td>9</td>
<td>1,467 76%</td>
<td>111 06%</td>
</tr>
<tr>
<td><strong>Wine</strong></td>
<td>71 03%</td>
<td>80 04%</td>
<td>1,408 64%</td>
<td>622 28%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
TABLE 15
DISTRIBUTION BY QUANTITY OF EXPORTS OVERSEAS FROM NEW ORLEANS
1837

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Africa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>20,580</td>
<td>78,037</td>
<td>841</td>
<td>2,042</td>
<td>6,332</td>
<td>05%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>1,014</td>
<td>1,940</td>
<td>2,039</td>
<td>24%</td>
<td>1,303</td>
<td>16%</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>50 10%</td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td></td>
<td>600</td>
<td>03%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td></td>
<td></td>
<td>1,535</td>
<td>98%</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td>12</td>
<td>02%</td>
<td>20</td>
<td>04%</td>
</tr>
<tr>
<td>Coffee</td>
<td></td>
<td></td>
<td>2,526</td>
<td>89%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11 04%</td>
</tr>
<tr>
<td>Lead</td>
<td>400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>71%</td>
</tr>
</tbody>
</table>
### TABLE 15 (Con't)

<table>
<thead>
<tr>
<th>Iron</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Africa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron</td>
<td></td>
<td></td>
<td></td>
<td>40 05%</td>
</tr>
</tbody>
</table>

**Merchandise**

<table>
<thead>
<tr>
<th>Salt</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hides</td>
<td>1,952 31%</td>
<td>3,764 60%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>6 04%</td>
<td>15 10%</td>
<td>6 04%</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>8 04%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td>265 19%</td>
<td>59 04%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td>1 02%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td>10 01%</td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td></td>
<td>78</td>
<td></td>
<td>22</td>
</tr>
</tbody>
</table>

**Spirits**

| Whiskey/rum|                       | 8 01% |       |        |
| Wine       |                       | 12    |       |        |

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Caribbean</th>
<th>Mexico</th>
<th>South America</th>
<th>Texas</th>
<th>Gibraltar</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>6,249 05%</td>
<td>216</td>
<td></td>
<td></td>
<td>32</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Caribbean</td>
<td>Mexico</td>
<td>South America</td>
<td>Texas</td>
<td>Gibraltar</td>
<td>Unknown</td>
</tr>
<tr>
<td>----------</td>
<td>-----------</td>
<td>--------</td>
<td>---------------</td>
<td>-------</td>
<td>-----------</td>
<td>---------</td>
</tr>
<tr>
<td>Tobacco</td>
<td>70</td>
<td></td>
<td></td>
<td>1,571</td>
<td>163</td>
<td>120</td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td>1,935</td>
<td>02%</td>
<td>494</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td></td>
<td>180</td>
<td>36%</td>
<td>273</td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td></td>
<td>55</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>250</td>
<td>63</td>
<td></td>
<td>232</td>
<td>42%</td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td>7,154</td>
<td>454</td>
<td>600</td>
<td>1,268</td>
<td>66%</td>
<td>9,850</td>
</tr>
<tr>
<td>Lard</td>
<td>15,247</td>
<td>426</td>
<td>600</td>
<td>229</td>
<td>01%</td>
<td>691</td>
</tr>
<tr>
<td>Beef</td>
<td>9</td>
<td></td>
<td></td>
<td>20</td>
<td>01%</td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>174</td>
<td>80</td>
<td></td>
<td>235</td>
<td>43%</td>
<td>22</td>
</tr>
<tr>
<td>Coffee</td>
<td></td>
<td></td>
<td></td>
<td>236</td>
<td>08%</td>
<td>75</td>
</tr>
<tr>
<td>Cocoa</td>
<td>480</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
<td>87</td>
<td>35%</td>
<td>151</td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td></td>
<td>159</td>
<td>28%</td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>391</td>
<td></td>
<td></td>
<td>377</td>
<td>47%</td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td></td>
<td>112</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Caribbean</td>
<td>Mexico</td>
<td>South America</td>
<td>Texas</td>
<td>Gibraltar</td>
<td>Unknown</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------</td>
<td>--------</td>
<td>---------------</td>
<td>--------</td>
<td>-----------</td>
<td>---------</td>
</tr>
<tr>
<td>Hides</td>
<td>500</td>
<td>0.08%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>56</td>
<td>36%</td>
<td>48</td>
<td>31%</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
<td>205</td>
<td>96%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td>49</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td>868</td>
<td>61%</td>
<td>77</td>
<td>05%</td>
<td>147</td>
<td>10%</td>
</tr>
<tr>
<td>Hardware</td>
<td>17</td>
<td>29%</td>
<td>41</td>
<td>69%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td>420</td>
<td>72%</td>
<td>36</td>
<td>06%</td>
<td>115</td>
<td>20%</td>
</tr>
<tr>
<td>Lumber</td>
<td></td>
<td></td>
<td>31,909</td>
<td>39%</td>
<td></td>
<td>49,970</td>
</tr>
</tbody>
</table>

**Spirits**

<table>
<thead>
<tr>
<th></th>
<th>Caribbean</th>
<th>Mexico</th>
<th>South America</th>
<th>Texas</th>
<th>Gibraltar</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>330</td>
<td>41%</td>
<td>389</td>
<td>49%</td>
<td></td>
<td>71</td>
</tr>
<tr>
<td>Wine</td>
<td>275</td>
<td>06%</td>
<td>3,856</td>
<td>80%</td>
<td>574</td>
<td>12%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
TABLE 16

DISTRIBUTION BY QUANTITY OF EXPORTS OVERSEAS FROM NEW ORLEANS
1846

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Gibraltar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>31,829 19%</td>
<td>4,468 03%</td>
<td>1,596</td>
<td>16,734 10%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>10,701 26%</td>
<td>2,557 06%</td>
<td>1,900 05%</td>
<td>1,960 05%</td>
</tr>
<tr>
<td>Grain</td>
<td>10,012 07%</td>
<td>99,712 73%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Foods</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Molasses</td>
<td>1,503 94%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>9</td>
<td>3,411 37%</td>
<td>126 01%</td>
</tr>
<tr>
<td>Flour</td>
<td>13,298 13%</td>
<td>61,828 63%</td>
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</tr>
<tr>
<td>Lard</td>
<td>4,053 05%</td>
<td>12,480 17%</td>
<td>723</td>
</tr>
<tr>
<td>Beef</td>
<td>3,822 41%</td>
<td>1,415 15%</td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>14 24%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td>27,000 99%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

352
<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Gibraltar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>21,866</td>
<td>1,339 03%</td>
<td>15,707 39%</td>
<td></td>
<td></td>
<td>1,347 03%</td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td>3,375 47%</td>
<td>3,154 44%</td>
<td>611 08%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td></td>
<td></td>
<td>1,238 01%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Staves</td>
<td>243,320</td>
<td>252,314 32%</td>
<td>15,000 02%</td>
<td>175,700 22%</td>
<td>4,600</td>
<td>9,000 01%</td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td></td>
<td></td>
<td>15 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Caribbean</th>
<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>6,572 04%</td>
<td>1,760 01%</td>
<td>6,232 04%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Caribbean</td>
<td>Mexico</td>
<td>South America</td>
<td>Unknown</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------</td>
<td>--------</td>
<td>--------------</td>
<td>---------</td>
</tr>
<tr>
<td>Tobacco</td>
<td>22,671 55%</td>
<td>67</td>
<td></td>
<td>557 01%</td>
</tr>
<tr>
<td>Grain</td>
<td>17,508 13%</td>
<td></td>
<td>104</td>
<td>9,900 07%</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td>22</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Molasses</td>
<td>100 06%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>4,898 53%</td>
<td>17</td>
<td>351 04%</td>
<td>350 04%</td>
</tr>
<tr>
<td>Flour</td>
<td>18,007 18%</td>
<td>741</td>
<td>1,304 01%</td>
<td>2,651 03%</td>
</tr>
<tr>
<td>Lard</td>
<td>56,453 76%</td>
<td>100</td>
<td></td>
<td>822 01%</td>
</tr>
<tr>
<td>Beef</td>
<td>343 04%</td>
<td></td>
<td>98 01%</td>
<td>1,945 21%</td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td>166</td>
<td>58%</td>
<td>120 42%</td>
</tr>
<tr>
<td>Coffee</td>
<td>36 61%</td>
<td></td>
<td></td>
<td>8 13%</td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>120</td>
<td></td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Iron</td>
<td></td>
<td>200</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
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<tr>
<td>Hides</td>
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<table>
<thead>
<tr>
<th></th>
<th>Caribbean</th>
<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
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<tbody>
<tr>
<td>Glassware</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Soap</td>
<td></td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td>50 55%</td>
<td>40 44%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td>20 07%</td>
<td>188 70%</td>
<td>61 23%</td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td></td>
<td>67 100%</td>
<td></td>
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</tr>
<tr>
<td>Candles</td>
<td>100 74%</td>
<td>35 26%</td>
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</tr>
<tr>
<td>Lumber</td>
<td>10,000 09%</td>
<td>91,000 86%</td>
<td>3,500 03%</td>
<td>60</td>
</tr>
<tr>
<td>Staves</td>
<td>8,900 01%</td>
<td></td>
<td></td>
<td>84,000 10%</td>
</tr>
</tbody>
</table>

| Spirits             |           |        |               |         |
| Whiskey/rum         |           | 47 80% |               | 12 20%  |
| Wine                |           |        |               |         |

NOTE: Based on random sample of manifests.
TABLE 17
DISTRIBUTION BY QUANTITY OF IMPORTS FROM OVERSEAS INTO NEW ORLEANS
1837

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Africa</th>
</tr>
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<tbody>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Cotton</td>
<td>65.04%</td>
<td>35.02%</td>
<td>100.06%</td>
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</tr>
<tr>
<td>Tobacco</td>
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</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Foods</td>
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<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td>60.02%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td></td>
<td>460.17%</td>
<td>2,181.82%</td>
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<td>Flour</td>
<td></td>
<td>4.100%</td>
<td></td>
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<td></td>
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</tr>
<tr>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Beef</td>
<td>14.03%</td>
<td></td>
<td></td>
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<tr>
<td>Fish</td>
<td>540.42%</td>
<td>174.14%</td>
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<tr>
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<tr>
<td>Metals</td>
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<td>British Isles</td>
<td>Prussia-Low Countries</td>
<td>Spain</td>
<td>Italy</td>
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<td></td>
</tr>
<tr>
<td>--------------</td>
<td>---------------</td>
<td>-----------------------</td>
<td>-------</td>
<td>-------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Africa</td>
<td>2,056 15%</td>
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<tr>
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</tr>
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<td>Iron</td>
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<td>Merchandise</td>
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<td></td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Glassware</td>
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</tr>
<tr>
<td>Soap</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Lumber</td>
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<td></td>
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<td>Spirits</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>34,077 81%</td>
<td>12 01%</td>
<td>126</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td></td>
<td>3,548 08%</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

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TABLE 17 (Con't)

<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Caribbean</th>
<th>Mexico</th>
<th>South America</th>
<th>Texas</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>242</td>
<td>15%</td>
<td>1,084</td>
<td>66%</td>
<td>104</td>
</tr>
<tr>
<td>Tobacco</td>
<td>2,417</td>
<td>93%</td>
<td>2</td>
<td></td>
<td>169</td>
</tr>
<tr>
<td>Grain</td>
<td>10</td>
<td>04%</td>
<td>240</td>
<td>96%</td>
<td></td>
</tr>
</tbody>
</table>

| Foods         |           |        |               |       |         |         |
|---------------|-----------|--------|---------------|-------|---------|
| Sugar         | 2,438     | 86%    | 260           | 09%   | 143     | 05%     |
| Molasses      | 114       | 69%    |               |       | 50      | 30%     |
| Pork          | 1         |        |               |       |         |         |
| Flour         |           |        |               |       |         |         |
| Lard          |           |        |               |       |         |         |
| Beef          | 389       | 93%    |               |       |         |         |
| Fish          | 540       | 43%    | 2             |       | 14      | 03%     |
| Coffee        | 41,882    | 93%    | 1,604         | 03%   | 424     | 308     | 312     |
| Cocoa         | 6,882     | 77%    | 2,000         | 22%   |         |         |

| Metals        |           |        |               |       |         |         |
|---------------|-----------|--------|---------------|-------|---------|
| Nails         | 1,000     | 81%    |               |       |         |         |
| Lead          |           |        |               |       |         |         |
| Iron          | 2,850     | 07%    |               |       | 9,851   | 24%     |
### TABLE 17 (Con't)

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Caribbean</th>
<th>Mexico</th>
<th>South America</th>
<th>Texas</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt</td>
<td>3,900</td>
<td>08%</td>
<td></td>
<td>17,189</td>
<td>35%</td>
</tr>
<tr>
<td>Hides</td>
<td></td>
<td>5,696</td>
<td>41%</td>
<td>4,276</td>
<td>31%</td>
</tr>
<tr>
<td>Glassware</td>
<td>100</td>
<td>07%</td>
<td></td>
<td>485</td>
<td>36%</td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
<td>7 02%</td>
<td>300</td>
<td>98%</td>
</tr>
<tr>
<td>Naval stores</td>
<td>20</td>
<td>04%</td>
<td></td>
<td>34</td>
<td>07%</td>
</tr>
<tr>
<td>Textiles</td>
<td>27</td>
<td>02%</td>
<td>249 18%</td>
<td>725</td>
<td>52%</td>
</tr>
<tr>
<td>Hardware</td>
<td>56</td>
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</tr>
<tr>
<td>Candles</td>
<td>292</td>
<td>99%</td>
<td>4</td>
<td>251</td>
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<tr>
<td>Lumber</td>
<td>5,211</td>
<td>07%</td>
<td>7,055 10%</td>
<td>60,120</td>
<td>83%</td>
</tr>
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</table>

### Spirits

<table>
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<tr>
<th>Spirit</th>
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<th>Mexico</th>
<th>South America</th>
<th>Texas</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>138</td>
<td>14%</td>
<td></td>
<td>1</td>
<td>125 14%</td>
</tr>
<tr>
<td>Wine</td>
<td>245</td>
<td>399</td>
<td></td>
<td>2,838</td>
<td>07%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
TABLE 18

DISTRIBUTION BY QUANTITY OF IMPORTS FROM OVERSEAS INTO NEW ORLEANS
1846

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,291 100%</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,890 92%</td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>71 27%</td>
<td></td>
<td>169 64%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td>2,100 69%</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td>1,045 96%</td>
<td></td>
<td>950 31%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td></td>
<td>40 04%</td>
<td>54 98%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>18,102 88%</td>
<td>726 03%</td>
<td>206 01%</td>
<td></td>
<td></td>
<td>1,036 05%</td>
</tr>
<tr>
<td>Coffee</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>6,085 06%</td>
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<tr>
<td>Cocoa</td>
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<td></td>
<td></td>
<td></td>
<td>8,829 89%</td>
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<td></td>
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</tr>
<tr>
<td>Nails</td>
<td>115 100%</td>
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<td>TABLE 18 (Con't)</td>
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</tr>
<tr>
<td><strong>Merchandise</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>France</strong></td>
<td><strong>British Isles</strong></td>
<td><strong>Prussia-Low Countries</strong></td>
<td><strong>Spain</strong></td>
<td><strong>Italy</strong></td>
<td><strong>Caribbean</strong></td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td>711 02%</td>
<td>2,358 03%</td>
<td>1,052 03%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>2,358 03%</td>
<td>1,052 03%</td>
<td>42,087 19%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>123,067 55%</td>
<td>140</td>
<td>42,087 19%</td>
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</tr>
<tr>
<td>Hides</td>
<td>210 07%</td>
<td>723 26%</td>
<td>10</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>15,962 83%</td>
<td>3,282 17%</td>
<td>3</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>1 05%</td>
<td>18 95%</td>
<td>4</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Naval stores</td>
<td>1</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td>165 19%</td>
<td>475 55%</td>
<td>198,180 72%</td>
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<td>Hardware</td>
<td>2</td>
<td>4,255 99%</td>
<td>72%</td>
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<tr>
<td>Lumber</td>
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<td>1,000</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Staves</td>
<td>36 100%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>1,849 75%</td>
<td>545 22%</td>
<td>51 02%</td>
<td>17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td>18,765 94%</td>
<td>126 01%</td>
<td>455 02%</td>
<td>7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

361
<table>
<thead>
<tr>
<th></th>
<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td>401 07%</td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td>315 100%</td>
</tr>
<tr>
<td>Pork</td>
<td>24 09%</td>
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<td></td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td></td>
<td></td>
<td>1 02%</td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td>383 02%</td>
</tr>
<tr>
<td>Coffee</td>
<td>98,591</td>
<td>91%</td>
<td>3,420 83%</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td>1,001 10%</td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>88</td>
<td></td>
<td>25,893 86%</td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td>Mexico</td>
<td>South America</td>
<td>Unknown</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------</td>
<td>---------------</td>
<td>---------</td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td>1,700</td>
<td>58,187</td>
</tr>
<tr>
<td>Hides</td>
<td>127</td>
<td>62%</td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td></td>
<td>217</td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td>34,291</td>
<td>12%</td>
<td></td>
</tr>
<tr>
<td>Staves</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>4</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td>4</td>
<td>383</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>02%</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
### Table 19

#### 1837 AND 1846 PARTIAL BALANCE OF TRADE

**NEW ORLEANS AND BOSTON**

(+)= surplus  (-)= deficit

<table>
<thead>
<tr>
<th>Month</th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+190,792</td>
<td>+86,449</td>
</tr>
<tr>
<td>Feb.</td>
<td>+345,763</td>
<td>+329,325</td>
</tr>
<tr>
<td>Mar.</td>
<td>+196,769</td>
<td>+73,633</td>
</tr>
<tr>
<td>Apr.</td>
<td>+266,981</td>
<td>+271,311</td>
</tr>
<tr>
<td>May</td>
<td>+47,240</td>
<td>-3,072</td>
</tr>
<tr>
<td>June</td>
<td>+28,999</td>
<td>+68,153</td>
</tr>
<tr>
<td>July</td>
<td>+17,044</td>
<td>+60,688</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td>+35,923</td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td>+9,932</td>
</tr>
<tr>
<td>Oct.</td>
<td>-35,805</td>
<td>+49,785</td>
</tr>
<tr>
<td>Nov.</td>
<td>+57,566</td>
<td>+26,813</td>
</tr>
<tr>
<td>Dec.</td>
<td>-65,393</td>
<td>+181,620</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** Export receipts were calculated with monthly prices at the port of destination when such prices were available. The export receipts at Mobile and Pensacola were derived from New Orleans prices. The value of exports to Baltimore were based on Philadelphia prices. Boston prices were used to calculate the value of exports to New England ports outside of Boston. If there were no monthly prices of a commodity at a particular port, then monthly prices of that commodity at another port were substituted. The value of imports into New Orleans was derived from New Orleans prices. The prices of glassware, soap, cocoa, iron, and naval stores were those found on 1839 Philadelphia foreign trade manifests and listed in Lawrence Herbst's *Interregional Commodity Trade From the North to the South and American Economic Development In the Antebellum Period* (New York: Arno Press, 1978). Lead prices were those of New York. The prices of the other commodities except those exported to Boston were taken from Arthur
Harrison Cole's Wholesale Commodity Prices in the United States 1700-1861 (Cambridge: Harvard University Press, 1938). The prices of exports to Boston were taken from the Boston Daily Advertiser.
### TABLE 20

1837 AND 1846 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND NEW ENGLAND (BOSTON EXCLUDED)

<table>
<thead>
<tr>
<th></th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+59,125</td>
<td>-296</td>
</tr>
<tr>
<td>Feb.</td>
<td>-58,681</td>
<td>-2,572</td>
</tr>
<tr>
<td>Mar.</td>
<td>+156,731</td>
<td>+57,152</td>
</tr>
<tr>
<td>Apr.</td>
<td>+45,419</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>+384</td>
<td>+16,161</td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>+26,384</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td>-9,687</td>
<td>-6,350</td>
</tr>
<tr>
<td>Nov.</td>
<td>-13,140</td>
<td></td>
</tr>
<tr>
<td>Dec.</td>
<td>-6,064</td>
<td>-2,112</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
### TABLE 21

**1837 AND 1846 PARTIAL BALANCE OF TRADE**  
**NEW ORLEANS AND NEW YORK**  
(+) = surplus  
(-) = deficit

<table>
<thead>
<tr>
<th></th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+19,926</td>
<td>+176,937</td>
</tr>
<tr>
<td>Feb.</td>
<td>+214,103</td>
<td>+283,524</td>
</tr>
<tr>
<td>Mar.</td>
<td>+228,222</td>
<td>+306,781</td>
</tr>
<tr>
<td>Apr.</td>
<td>+130,968</td>
<td>+206,439</td>
</tr>
<tr>
<td>May</td>
<td>+53,740</td>
<td>-4,688</td>
</tr>
<tr>
<td>June</td>
<td>+30,963</td>
<td>+192,306</td>
</tr>
<tr>
<td>July</td>
<td>+168,689</td>
<td>+79,506</td>
</tr>
<tr>
<td>Aug.</td>
<td>+90,228</td>
<td>+136,914</td>
</tr>
<tr>
<td>Sept.</td>
<td>+49,579</td>
<td>+35,981</td>
</tr>
<tr>
<td>Oct.</td>
<td>+41,539</td>
<td>+32,447</td>
</tr>
<tr>
<td>Nov.</td>
<td>+66,555</td>
<td>+72,180</td>
</tr>
<tr>
<td>Dec.</td>
<td>+66,801</td>
<td>+89,013</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
<table>
<thead>
<tr>
<th></th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+182,914</td>
<td>+1,070,492</td>
</tr>
<tr>
<td>Feb.</td>
<td>+58,040</td>
<td>+1,070,492</td>
</tr>
<tr>
<td>Mar.</td>
<td>+174,276</td>
<td>+694,347</td>
</tr>
<tr>
<td>Apr.</td>
<td>+45,720</td>
<td>+101,986</td>
</tr>
<tr>
<td>May</td>
<td>+9,832</td>
<td>-5,433</td>
</tr>
<tr>
<td>June</td>
<td>+16,416</td>
<td>+16,416</td>
</tr>
<tr>
<td>July</td>
<td>-1,020</td>
<td>+77,251</td>
</tr>
<tr>
<td>Aug.</td>
<td>-15,524</td>
<td>+52,356</td>
</tr>
<tr>
<td>Sept.</td>
<td>-2,932</td>
<td>+26,591</td>
</tr>
<tr>
<td>Oct.</td>
<td>-3,110</td>
<td>+62,611</td>
</tr>
<tr>
<td>Nov.</td>
<td>-4,607</td>
<td>+47,305</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
<table>
<thead>
<tr>
<th></th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+10,179</td>
<td>+36,417</td>
</tr>
<tr>
<td>Feb.</td>
<td>+51,793</td>
<td>-16,894</td>
</tr>
<tr>
<td>Mar.</td>
<td>+44,705</td>
<td>+12,120</td>
</tr>
<tr>
<td>Apr.</td>
<td>+131,365</td>
<td>+37,115</td>
</tr>
<tr>
<td>May</td>
<td>+1,292</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>+18,951</td>
<td>+40,264</td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>-8,983</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td>+11,880</td>
<td>+27,314</td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td>-15,225</td>
</tr>
<tr>
<td>Nov.</td>
<td>-988</td>
<td>-697</td>
</tr>
<tr>
<td>Dec.</td>
<td>+9,879</td>
<td>+55,245</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
TABLE 24

1837 and 1846 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND CHARLESTON

(+) = surplus  (-) = deficit

<table>
<thead>
<tr>
<th></th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+16,568</td>
<td>+20,832</td>
</tr>
<tr>
<td>Feb.</td>
<td>+1,749</td>
<td>+9,124</td>
</tr>
<tr>
<td>Mar.</td>
<td>+25,433</td>
<td>+13,852</td>
</tr>
<tr>
<td>Apr.</td>
<td></td>
<td>+23,617</td>
</tr>
<tr>
<td>May</td>
<td>+2,619</td>
<td>-4,750</td>
</tr>
<tr>
<td>June</td>
<td>-589</td>
<td>-833</td>
</tr>
<tr>
<td>July</td>
<td>+4,960</td>
<td>+17,109</td>
</tr>
<tr>
<td>Aug.</td>
<td>+5,476</td>
<td>+2,302</td>
</tr>
<tr>
<td>Sept.</td>
<td>+18,400</td>
<td>+12,252</td>
</tr>
<tr>
<td>Oct.</td>
<td>+4,101</td>
<td>+3,887</td>
</tr>
<tr>
<td>Nov.</td>
<td>+3,168</td>
<td>+20,863</td>
</tr>
<tr>
<td>Dec.</td>
<td>+17,106</td>
<td>+26,702</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
### TABLE 25

**1837 AND 1846 PARTIAL BALANCE OF TRADE**  
**NEW ORLEANS AND SAVANNAH**  
(+) = surplus  
(-) = deficit

<table>
<thead>
<tr>
<th>Month</th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+74,957</td>
<td>+11,651</td>
</tr>
<tr>
<td>Feb.</td>
<td>+51,145</td>
<td>+7,017</td>
</tr>
<tr>
<td>Mar.</td>
<td>-1,255</td>
<td>-8,400</td>
</tr>
<tr>
<td>Apr.</td>
<td>+10,131</td>
<td>+5,721</td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td></td>
<td></td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>+8,495</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td>-1,255</td>
<td>+6,594</td>
</tr>
<tr>
<td>Dec.</td>
<td>+10,131</td>
<td>+18,094</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
## TABLE 26

1837 AND 1846 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND PENSACOLA
(+) = surplus  (-) = deficit

<table>
<thead>
<tr>
<th></th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+1,802</td>
<td>+893</td>
</tr>
<tr>
<td>Feb.</td>
<td>+3,367</td>
<td>-333</td>
</tr>
<tr>
<td>Mar.</td>
<td>+6,672</td>
<td>+3,809</td>
</tr>
<tr>
<td>Apr.</td>
<td>+5,815</td>
<td>+4,712</td>
</tr>
<tr>
<td>May</td>
<td>+2,405</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>+1,680</td>
<td>-946</td>
</tr>
<tr>
<td>July</td>
<td>+21,178</td>
<td>-270</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td>+8,733</td>
</tr>
<tr>
<td>Sept.</td>
<td>+655</td>
<td>+3,394</td>
</tr>
<tr>
<td>Oct.</td>
<td>+1,763</td>
<td>-170</td>
</tr>
<tr>
<td>Nov.</td>
<td>-960</td>
<td>+707</td>
</tr>
<tr>
<td>Dec.</td>
<td>+3,918</td>
<td>-328</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
<table>
<thead>
<tr>
<th></th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+11,580</td>
<td></td>
</tr>
<tr>
<td>Feb.</td>
<td>-61,120</td>
<td>+39,705</td>
</tr>
<tr>
<td>Mar.</td>
<td>+24,140</td>
<td>+2,011</td>
</tr>
<tr>
<td>Apr.</td>
<td>+3,876</td>
<td>-1,034</td>
</tr>
<tr>
<td>May</td>
<td>+2,019</td>
<td>-3,180</td>
</tr>
<tr>
<td>June</td>
<td>+17,193</td>
<td>+3,837</td>
</tr>
<tr>
<td>July</td>
<td>-1,398</td>
<td></td>
</tr>
<tr>
<td>Aug.</td>
<td>-1,800</td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td>+4,222</td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td>+3,778</td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td>+5,158</td>
<td>+176</td>
</tr>
<tr>
<td>Dec.</td>
<td>+12,442</td>
<td>+4,729</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
TABLE 28

DOLLAR VALUE OF EXPORTS DISTRIBUTED AMONG COASTAL REGIONS AND TO ALL FOREIGN PORTS IN 1837 AND 1846

<table>
<thead>
<tr>
<th>Region</th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulf South</td>
<td>236,959</td>
<td>408,995</td>
</tr>
<tr>
<td>South Atlantic</td>
<td>226,730</td>
<td>559,579</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>1,756,572</td>
<td>4,080,527</td>
</tr>
<tr>
<td>New England</td>
<td>1,344,277</td>
<td>1,424,001</td>
</tr>
<tr>
<td>To Foreign Ports</td>
<td>6,384,790</td>
<td>8,432,735</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
<table>
<thead>
<tr>
<th>Region</th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulf South</td>
<td>84,081</td>
<td>36,318</td>
</tr>
<tr>
<td>South Atlantic</td>
<td>45,720</td>
<td>187,074</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>116,983</td>
<td>133,627</td>
</tr>
<tr>
<td>New England</td>
<td>256,477</td>
<td>64,361</td>
</tr>
<tr>
<td>From Foreign Ports</td>
<td>2,574,778</td>
<td>2,399,811</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
<table>
<thead>
<tr>
<th>Foreign Port Group</th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>British Isles</td>
<td>3,884,717</td>
<td>4,033,832</td>
</tr>
<tr>
<td>France</td>
<td>1,118,490</td>
<td>1,212,676</td>
</tr>
<tr>
<td>Caribbean</td>
<td>481,498</td>
<td>1,964,234</td>
</tr>
<tr>
<td>Italy</td>
<td>323,794</td>
<td>652,152</td>
</tr>
<tr>
<td>Texas</td>
<td>162,935</td>
<td></td>
</tr>
<tr>
<td>Prussia-Low Countries</td>
<td>156,527</td>
<td>350,182</td>
</tr>
<tr>
<td>Spain</td>
<td>103,750</td>
<td>140,264</td>
</tr>
<tr>
<td>Mexico</td>
<td>74,352</td>
<td>66,511</td>
</tr>
<tr>
<td>Africa</td>
<td>73,339</td>
<td>2,183</td>
</tr>
<tr>
<td>South America</td>
<td>5,388</td>
<td>10,701</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
# TABLE 31

DOLLAR VALUE OF IMPORTS FROM FOREIGN PORT GROUPS IN 1837 AND 1846

<table>
<thead>
<tr>
<th></th>
<th>1837</th>
<th>1846</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caribbean</td>
<td>1,608,616</td>
<td>558,169</td>
</tr>
<tr>
<td>France</td>
<td>539,778</td>
<td>452,931</td>
</tr>
<tr>
<td>British Isles</td>
<td>179,347</td>
<td>244,395</td>
</tr>
<tr>
<td>Texas</td>
<td>62,725</td>
<td></td>
</tr>
<tr>
<td>Prussia-Low Countries</td>
<td>61,486</td>
<td>6,773</td>
</tr>
<tr>
<td>Africa</td>
<td>54,391</td>
<td></td>
</tr>
<tr>
<td>Mexico</td>
<td>50,624</td>
<td>703</td>
</tr>
<tr>
<td>Portugal</td>
<td>9,836</td>
<td></td>
</tr>
<tr>
<td>South America</td>
<td>7,975</td>
<td>1,129,550</td>
</tr>
<tr>
<td>Italy</td>
<td></td>
<td>7,290</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
TABLE 32

BALANCE OF TRADE AMONG COMMODITY GROUPINGS
1837
(+)= surplus  (-)= deficit

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Domestic</th>
<th>Foreign</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton exports</td>
<td>$1,226,138</td>
<td>$5,563,666</td>
<td>$6,789,804</td>
</tr>
<tr>
<td>Cotton imports</td>
<td>16,690</td>
<td>453,502</td>
<td>470,192</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+1,209,448</td>
<td>+5,110,164</td>
<td>+6,319,612</td>
</tr>
<tr>
<td>Food exports</td>
<td>1,607,313</td>
<td>254,579</td>
<td>1,861,892</td>
</tr>
<tr>
<td>Food imports</td>
<td>75,016</td>
<td>1,533,010</td>
<td>1,608,026</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+1,532,297</td>
<td>-1,278,431</td>
<td>+253,866</td>
</tr>
<tr>
<td>Farm Prod. exports</td>
<td>339,931</td>
<td>453,502</td>
<td>793,433</td>
</tr>
<tr>
<td>Farm Prod. imports</td>
<td>69,073</td>
<td>134,919</td>
<td>203,992</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+270,858</td>
<td>+318,583</td>
<td>+589,441</td>
</tr>
<tr>
<td>Metals' exports</td>
<td>288,881</td>
<td>5,127</td>
<td>294,008</td>
</tr>
<tr>
<td>Metals' imports</td>
<td>35,184</td>
<td>51,085</td>
<td>86,269</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+253,697</td>
<td>-45,958</td>
<td>+207,739</td>
</tr>
<tr>
<td>Mfg. exports</td>
<td>5,395</td>
<td>15,857</td>
<td>21,252</td>
</tr>
<tr>
<td>Mfg. imports</td>
<td>165,910</td>
<td>16,793</td>
<td>182,703</td>
</tr>
<tr>
<td>BALANCE</td>
<td>-160,515</td>
<td>-936</td>
<td>-161,451</td>
</tr>
<tr>
<td>Spirit exports</td>
<td>84,815</td>
<td>83,537</td>
<td>168,352</td>
</tr>
<tr>
<td>Spirit imports</td>
<td>87,749</td>
<td>614,442</td>
<td>702,191</td>
</tr>
<tr>
<td>BALANCE</td>
<td>-2,934</td>
<td>-530,905</td>
<td>-533,839</td>
</tr>
<tr>
<td>All exports</td>
<td>3,552,473</td>
<td>6,376,268</td>
<td>9,928,741</td>
</tr>
<tr>
<td>All imports</td>
<td>449,622</td>
<td>2,803,751</td>
<td>3,253,373</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+3,103,851</td>
<td>+3,572,517</td>
<td>+6,675,368</td>
</tr>
</tbody>
</table>
TABLE 33

BALANCE OF TRADE AMONG COMMODITY GROUPINGS
1846

(+)= surplus  (-)= deficit

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Domestic</th>
<th>Foreign</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton exports</td>
<td>$1,505,938</td>
<td>$5,052,810</td>
<td>$6,558,748</td>
</tr>
<tr>
<td>Cotton imports</td>
<td>233,587</td>
<td></td>
<td>233,587</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+1,272,351</td>
<td>+5,052,810</td>
<td>+6,325,161</td>
</tr>
<tr>
<td>Food exports</td>
<td>3,288,082</td>
<td>678,063</td>
<td>3,966,145</td>
</tr>
<tr>
<td>Food imports</td>
<td>18,420</td>
<td>1,548,829</td>
<td>1,567,249</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+3,269,662</td>
<td>-870,766</td>
<td>+2,398,896</td>
</tr>
<tr>
<td>Farm Prod. exports</td>
<td>365,514</td>
<td>2,193,950</td>
<td>2,559,464</td>
</tr>
<tr>
<td>Farm Prod. imports</td>
<td>233,731</td>
<td>102,638</td>
<td>336,369</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+131,783</td>
<td>+2,091,312</td>
<td>+2,223,095</td>
</tr>
<tr>
<td>Metals' exports</td>
<td>584,334</td>
<td>306,460</td>
<td>890,794</td>
</tr>
<tr>
<td>Metals' imports</td>
<td>44,898</td>
<td>6,178</td>
<td>51,076</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+539,436</td>
<td>+300,282</td>
<td>+839,718</td>
</tr>
<tr>
<td>Mfg. exports</td>
<td>604,759</td>
<td>160,859</td>
<td>765,618</td>
</tr>
<tr>
<td>Mfg. imports</td>
<td>55,364</td>
<td>199,564</td>
<td>254,928</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+549,395</td>
<td>-38,705</td>
<td>+510,690</td>
</tr>
<tr>
<td>Spirit exports</td>
<td>115,391</td>
<td>940</td>
<td>116,331</td>
</tr>
<tr>
<td>Spirit imports</td>
<td>45,255</td>
<td>292,313</td>
<td>337,568</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+70,136</td>
<td>-291,373</td>
<td>-221,237</td>
</tr>
<tr>
<td>All exports</td>
<td>6,464,018</td>
<td>8,393,082</td>
<td>14,857,100</td>
</tr>
<tr>
<td>All imports</td>
<td>631,255</td>
<td>2,149,522</td>
<td>2,780,777</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+5,832,763</td>
<td>+6,243,560</td>
<td>+12,076,323</td>
</tr>
</tbody>
</table>
APPENDIX IV
TABLE 1

DISTRIBUTION BY QUANTITY OF SELECTED COMMODITIES IN COASTAL AND OVERSEAS TRADE
1855

<table>
<thead>
<tr>
<th></th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>33,770</td>
<td>8,029</td>
<td>275,120</td>
<td>417</td>
</tr>
<tr>
<td>Tobacco</td>
<td>3,409</td>
<td>3,421</td>
<td>13,775</td>
<td>568</td>
</tr>
<tr>
<td>Grain</td>
<td>123,339</td>
<td>76</td>
<td>213,796</td>
<td>63%</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>7,978</td>
<td>394</td>
<td>283</td>
<td>5,158</td>
</tr>
<tr>
<td>Molasses</td>
<td>20,251</td>
<td>117</td>
<td>6,926</td>
<td>9,799</td>
</tr>
<tr>
<td>Pork</td>
<td>30,656</td>
<td>178</td>
<td>12,298</td>
<td>9</td>
</tr>
<tr>
<td>Flour</td>
<td>43,757</td>
<td>112</td>
<td>46,276</td>
<td>14</td>
</tr>
<tr>
<td>Lard</td>
<td>9,775</td>
<td>112</td>
<td>122,961</td>
<td>92%</td>
</tr>
<tr>
<td>Beef</td>
<td>14,210</td>
<td>112</td>
<td>2,665</td>
<td>16%</td>
</tr>
<tr>
<td>Fish</td>
<td>619</td>
<td>6,350</td>
<td>167</td>
<td>867</td>
</tr>
<tr>
<td>Coffee</td>
<td>3,331</td>
<td>1,752</td>
<td>234</td>
<td>86,667</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td>30,949</td>
</tr>
<tr>
<td>Rice</td>
<td>611</td>
<td></td>
<td></td>
<td>100%</td>
</tr>
</tbody>
</table>
TABLE 1 (Con't)

<table>
<thead>
<tr>
<th>Metals</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nails</td>
<td>561 02%</td>
<td>13,283 53%</td>
<td>11,040 44%</td>
<td>132</td>
</tr>
<tr>
<td>Lead</td>
<td>12,483 75%</td>
<td>4,032 24%</td>
<td></td>
<td>110</td>
</tr>
<tr>
<td>Iron</td>
<td>474 01%</td>
<td>14,322 36%</td>
<td></td>
<td>24,933 63%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt</td>
<td>7,613 03%</td>
<td>9,805 03%</td>
<td>1,035</td>
<td>261,085 93%</td>
</tr>
<tr>
<td>Glassware</td>
<td>667</td>
<td>1,234 01%</td>
<td></td>
<td>99,680 98%</td>
</tr>
<tr>
<td>Soap</td>
<td>2,216 45%</td>
<td>2,530 51%</td>
<td>5</td>
<td>201 04%</td>
</tr>
<tr>
<td>Naval stores</td>
<td>292 02%</td>
<td>11,463 87%</td>
<td>1,404</td>
<td>10%</td>
</tr>
<tr>
<td>Textiles</td>
<td>3,022 24%</td>
<td>8,806 71%</td>
<td>310 02%</td>
<td>239 02%</td>
</tr>
<tr>
<td>Hardware</td>
<td>246 12%</td>
<td>325 16%</td>
<td></td>
<td>1,410 71%</td>
</tr>
<tr>
<td>Candles</td>
<td>1,394 56%</td>
<td>537 22%</td>
<td>541 22%</td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td>42,583 02%</td>
<td>2,017,469 92%</td>
<td>77,938 03%</td>
<td>61,300 03%</td>
</tr>
<tr>
<td>Staves</td>
<td>80,923 08%</td>
<td>2,647</td>
<td>848,697 88%</td>
<td>31,200 03%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Spirits</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>8,598 82%</td>
<td>374 03%</td>
<td>345 03%</td>
<td>1,212 11%</td>
</tr>
<tr>
<td>Wine</td>
<td>1,750 02%</td>
<td>3,911 05%</td>
<td>59,177 71%</td>
<td>18,587 22%</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Blanks in all tables in Appendix IV indicate zero.
TABLE 1 (Con't)

Percentages are rounded to two decimal places.
The commodity quantity measures included in all tables showing distribution by quantity are listed in Table 1, Appendix V.
<table>
<thead>
<tr>
<th>Farm Products</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>76,360</td>
<td>53,958</td>
<td>455,985</td>
<td>2,879</td>
</tr>
<tr>
<td>Tobacco</td>
<td>2,192</td>
<td>1,221</td>
<td>17,572</td>
<td>1,780</td>
</tr>
<tr>
<td>Grain</td>
<td>99,969</td>
<td>4,390</td>
<td>40,814</td>
<td>4</td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>5,757</td>
<td>3,548</td>
<td>72</td>
<td>11,096</td>
</tr>
<tr>
<td>Molasses</td>
<td>19,094</td>
<td>510</td>
<td>2,764</td>
<td>13%</td>
</tr>
<tr>
<td>Pork</td>
<td>7,258</td>
<td>12</td>
<td>1,371</td>
<td>20</td>
</tr>
<tr>
<td>Flour</td>
<td>34,265</td>
<td>46</td>
<td>35,162</td>
<td>400</td>
</tr>
<tr>
<td>Lard</td>
<td>4,214</td>
<td>11</td>
<td>4,369</td>
<td>668</td>
</tr>
<tr>
<td>Beef</td>
<td>2,697</td>
<td>1,540</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>84</td>
<td>8,801</td>
<td>136</td>
<td>1,400</td>
</tr>
<tr>
<td>Coffee</td>
<td>8,055</td>
<td>476</td>
<td>25</td>
<td>92,187</td>
</tr>
<tr>
<td>Cocoa</td>
<td>14,103</td>
<td></td>
<td>89,536</td>
<td></td>
</tr>
<tr>
<td>Rice</td>
<td>156</td>
<td>5,555</td>
<td>209</td>
<td></td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>578</td>
<td>12,221</td>
<td>29</td>
<td>756</td>
</tr>
</tbody>
</table>
### TABLE 2 (Con't)

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Coastal Exports</th>
<th>Coastal Imports</th>
<th>Overseas Exports</th>
<th>Overseas Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>14,124</td>
<td>3,059</td>
<td>85</td>
<td>34,863</td>
</tr>
<tr>
<td>Iron</td>
<td>8,347</td>
<td>28,194</td>
<td>22</td>
<td>34,863</td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>3,667</td>
<td>52</td>
<td>109</td>
<td>216,572</td>
</tr>
<tr>
<td>Glassware</td>
<td>398</td>
<td>890</td>
<td>332</td>
<td>25,941</td>
</tr>
<tr>
<td>Soap</td>
<td>944</td>
<td>2,931</td>
<td>76</td>
<td>350</td>
</tr>
<tr>
<td>Naval stores</td>
<td>4,736</td>
<td>514</td>
<td>4,983</td>
<td>100</td>
</tr>
<tr>
<td>Textiles</td>
<td>1,317</td>
<td>3,762</td>
<td>939</td>
<td>3,620</td>
</tr>
<tr>
<td>Hardware</td>
<td>143</td>
<td>1,390</td>
<td>9</td>
<td>8,216</td>
</tr>
<tr>
<td>Candles</td>
<td>1,201</td>
<td>360</td>
<td>297</td>
<td>8,216</td>
</tr>
<tr>
<td>Lumber</td>
<td>35,516</td>
<td>1,188,988</td>
<td>84,740</td>
<td>8,794</td>
</tr>
<tr>
<td>Staves</td>
<td>12,638</td>
<td>40</td>
<td>1,085,810</td>
<td>13</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>10,999</td>
<td>937</td>
<td>176</td>
<td>1,965</td>
</tr>
<tr>
<td>Wine</td>
<td>4,167</td>
<td>5,215</td>
<td>619</td>
<td>39,761</td>
</tr>
</tbody>
</table>

**Note:** Based on random sample of manifests.
TABLE 3

DISTRIBUTION OF SELECTED EXPORTS EXPRESSED IN DOLLARS AND
AS A PERCENTAGE OF TOTAL TO EACH REGION

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$36,937 (22)</td>
<td>$413,089 (25)</td>
<td>$1,119,210 (63)</td>
<td>$1,569,236 (37)</td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>$123,443 (18)</td>
<td>6,840</td>
<td>64,664 (04)</td>
<td>194,947 (05)</td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td>144,724 (21)</td>
<td>7,425 (04)</td>
<td>56,182 (03)</td>
<td>15,224</td>
<td>223,555 (05)</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>66,964 (10)</td>
<td>27,055 (16)</td>
<td>345,420 (21)</td>
<td>8,760</td>
<td>448,199 (10)</td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>19,729 (03)</td>
<td>29,608 (18)</td>
<td>98,034 (06)</td>
<td>89,047 (05)</td>
<td>236,418 (05)</td>
</tr>
<tr>
<td>Pork</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>27,122 (04)</td>
<td>15,603 (09)</td>
<td>394,855 (24)</td>
<td>119,927 (07)</td>
<td>557,507 (13)</td>
</tr>
<tr>
<td>Flour</td>
<td></td>
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<tr>
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<tr>
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<tr>
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<td>9,281 (01)</td>
<td>164</td>
<td>135,670 (08)</td>
<td>35,283 (02)</td>
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<tr>
<td>Fish</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>156</td>
<td>964</td>
<td>456</td>
<td>1,576</td>
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</tr>
<tr>
<td>Coffee</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>45,851 (07)</td>
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<tr>
<td>Cocoa</td>
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<tr>
<td>Rice</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>17,810 (03)</td>
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<td></td>
<td>17,810</td>
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</tr>
<tr>
<td><strong>Metals</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
<td>2,493</td>
<td>2,493</td>
</tr>
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</table>

- Cotton, Tobacco, Grain, Sugar, Molasses, Pork, Flour, Lard, Beef, Fish, Coffee, Cocoa, Rice
- Metal: Nails
TABLE 3 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>To All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td></td>
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<td></td>
<td>79,032 (04)</td>
<td>79,032 (02)</td>
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<tr>
<td>Iron</td>
<td>335</td>
<td>13</td>
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<td>292</td>
<td>640</td>
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Merchandise

<p>| | | | | | |</p>
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<th></th>
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</tr>
</thead>
<tbody>
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<td>Salt</td>
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<td>15,680</td>
<td>19,522</td>
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<td>Glassware</td>
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<td>1,190</td>
<td>6,403</td>
</tr>
<tr>
<td>Soap</td>
<td>3,284</td>
<td>62</td>
<td></td>
<td></td>
<td>3,346</td>
</tr>
<tr>
<td>Naval stores</td>
<td>91</td>
<td></td>
<td>575</td>
<td></td>
<td>666</td>
</tr>
<tr>
<td>Candles</td>
<td>17,567 (02)</td>
<td>5,895 (03)</td>
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<td>27,302</td>
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<tr>
<td>Lumber</td>
<td>425</td>
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<td></td>
<td>425</td>
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<tr>
<td>Staves</td>
<td>229</td>
<td>1,308</td>
<td>525</td>
<td>627</td>
<td>2,689</td>
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Spirits

<p>| | | | | | |</p>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>72,010 (11)</td>
<td>31,467 (19)</td>
<td>15,885</td>
<td>2,627</td>
<td>121,989 (03)</td>
</tr>
<tr>
<td>Wine</td>
<td>31,970 (05)</td>
<td>1,357</td>
<td></td>
<td></td>
<td>33,327</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana, Texas;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
New England: Maine, Connecticut, New Hampshire, Massachusetts, Rhode Island;
The standardized quantity measures used to price all commodities included in tables...
TABLE 3 (Con't)

showing distribution of exports and imports by dollar value are listed in Appendix V, Table 1. The prices used to calculate dollar values are listed in Tables 2-5 in Appendix V.

SOURCE: The values of most of the commodities listed are derived from the average monthly prices at the principal port in each of four regions: the Gulf Coast represented by New Orleans, the South Atlantic represented by Charleston, the Middle Atlantic represented by New York, and New England represented by Boston. The prices are taken from Arthur Harrison Cole, Wholesale Commodity Prices in the United States, 1700-1861 (Cambridge: Harvard University Press, 1938). The value of lead exports is derived from New York prices. The prices of iron, glassware, naval stores, soap, and cocoa are taken from a sample of 1839 Philadelphia outward foreign trade manifests and are listed by Lawrence Herbst in the appendix to Interregional Commodity Trade From the North to the South and American Economic Development in the Antebellum Period (New York: Arno Press, 1978).
### Table 4

DISTRIBUTION OF SELECTED EXPORTS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL TO EACH REGION

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$231,758 (24)</td>
<td></td>
<td>$1,144,946 (53)</td>
<td>$2,762,801 (90)</td>
<td>$4,139,505 (66)</td>
</tr>
<tr>
<td>Tobacco</td>
<td>29,272 (03)</td>
<td>$2,689 (03)</td>
<td>145,440 (07)</td>
<td>32,103 (01)</td>
<td>209,504 (03)</td>
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<tr>
<td>Grain</td>
<td>131,836 (14)</td>
<td>5,536 (06)</td>
<td>6,388</td>
<td></td>
<td>143,760 (02)</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>70,603 (07)</td>
<td>10,205 (12)</td>
<td>279,589 (13)</td>
<td>25,488</td>
<td>385,885 (06)</td>
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<tr>
<td>Molasses</td>
<td>23,200 (02)</td>
<td>32,965 (39)</td>
<td>68,242 (03)</td>
<td>138,330 (04)</td>
<td>262,737 (04)</td>
</tr>
<tr>
<td>Pork</td>
<td>86,997 (09)</td>
<td>1,239 (01)</td>
<td>38,200 (02)</td>
<td>9,875</td>
<td>136,311 (02)</td>
</tr>
<tr>
<td>Flour</td>
<td>156,655 (16)</td>
<td>5,520 (06)</td>
<td>8,885</td>
<td>27,473</td>
<td>198,533 (03)</td>
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<tr>
<td>Lard</td>
<td>4,279</td>
<td>912 (01)</td>
<td>16,038</td>
<td>562</td>
<td>21,791</td>
</tr>
<tr>
<td>Beef</td>
<td>1,254</td>
<td></td>
<td>11,772</td>
<td>2,698</td>
<td>15,724</td>
</tr>
<tr>
<td>Fish</td>
<td>31</td>
<td></td>
<td>191</td>
<td></td>
<td>222</td>
</tr>
<tr>
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<td>86,657 (09)</td>
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<td>85,000 (04)</td>
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<td>171,657 (03)</td>
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<td>Cocoa</td>
<td>3,673</td>
<td></td>
<td>291</td>
<td>583</td>
<td>4,547</td>
</tr>
</tbody>
</table>

1860
TABLE 4 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
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<td></td>
<td></td>
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<tr>
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<td>80,801 (01)</td>
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<tr>
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<td>10,809 (01)</td>
<td>16</td>
<td>189</td>
<td>254</td>
<td>11,268</td>
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<tr>
<td><strong>Merchandise</strong></td>
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<tr>
<td>Salt</td>
<td>3,887</td>
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<td></td>
<td></td>
<td>3,887</td>
</tr>
<tr>
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<td>793</td>
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<td>1,072</td>
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<td>20</td>
<td>1,426</td>
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<td>8,009</td>
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<td>710</td>
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<tr>
<td>Staves</td>
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<td></td>
<td></td>
<td>379</td>
<td>379</td>
</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>77,614 (08)</td>
<td>4,806 (06)</td>
<td>5,740</td>
<td>3,008</td>
<td>91,168 (01)</td>
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<tr>
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<td>21,450 (25)</td>
<td>313,030 (14)</td>
<td>4,207</td>
<td>356,672 (06)</td>
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</table>

**NOTE:** Based on random sample of manifests.
Gulf South, Florida, Alabama, Mississippi, Louisiana, Texas;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
TABLE 5

DISTRIBUTION OF SELECTED IMPORTS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH REGION
1855

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$304,861 (84)</td>
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<td></td>
<td></td>
<td>$304,861 (31)</td>
</tr>
<tr>
<td>Tobacco</td>
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<td>$246,888 (98)</td>
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<td>320,411 (33)</td>
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<td>129</td>
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<td>2</td>
<td></td>
<td>133</td>
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<tr>
<td><strong>Foods</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
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<td>17,054 (06)</td>
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<td>19,762 (02)</td>
</tr>
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<td></td>
<td></td>
<td>1,065</td>
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<tr>
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<td>393</td>
<td>$2,598 (04)</td>
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<td>2,991</td>
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<tr>
<td>Flour</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
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<td>525</td>
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<td></td>
<td>525</td>
</tr>
<tr>
<td>Beef</td>
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<tr>
<td>Fish</td>
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<td>2,050</td>
<td>4,195 (06)</td>
<td>6,476</td>
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<tr>
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<td>18,696 (06)</td>
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<td>9,861 (15)</td>
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<td>28,557 (03)</td>
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<tr>
<td>Cocoa</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rice</td>
<td></td>
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</tbody>
</table>
### TABLE 5 (Con't)

<table>
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<tr>
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<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metals</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
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<td>59,109 (06)</td>
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<td>26,135 (03)</td>
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<td>79</td>
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<tr>
<td><strong>Spirits</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
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<td>3,865 (01)</td>
<td>1,009 (01)</td>
<td>4,900</td>
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<td>87,055 (30)</td>
<td>759 (01)</td>
<td>89,953 (09)</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana, Texas;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
### TABLE 6
DISTRIBUTION OF SELECTED IMPORTS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH REGION
1860

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
<th>From All Regions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>$2,379,098 (95)</td>
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<td>$61,422 (25)</td>
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<tr>
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<td>$44,792 (11)</td>
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<td>46,637 (01)</td>
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<td>5,514 (02)</td>
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</tr>
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<td><strong>Foods</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td>230,168 (56)</td>
<td>3,290 (01)</td>
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<td>233,458 (07)</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
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<td>38</td>
</tr>
<tr>
<td>Flour</td>
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<td>60</td>
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<tr>
<td>Beef</td>
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</tr>
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<td>100,695 (03)</td>
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<tr>
<td>Rice</td>
<td>233</td>
<td>$161,695 (99)</td>
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**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana, Texas;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
### TABLE 7

DISTRIBUTION OF SELECTED EXPORTS TO FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL TO EACH PORT GROUP

1855

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## TABLE 7 (Con't)

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**NOTE:** Based on random sample of manifests.
TABLE 8

DISTRIBUTION OF SELECTED EXPORTS TO FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL TO EACH PORT GROUP
1860

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**NOTE:** Based on random sample of manifests.
### TABLE 9

DISTRIBUTION OF SELECTED IMPORTS FROM FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH PORT GROUP 1855

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TABLE 9 (Con't)

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TABLE 9 (Con't)

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NOTE: Based on random sample of manifests.
TABLE 10

DISTRIBUTION OF SELECTED IMPORTS FROM FOREIGN PORT GROUPS EXPRESSED IN DOLLARS AND AS A PERCENTAGE OF TOTAL FROM EACH PORT GROUP 1860

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<tr>
<td>Farm Products</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>130,217 (02)</td>
</tr>
<tr>
<td></td>
<td>Mexico</td>
<td>South America</td>
<td>From All Foreign Port Groups</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------</td>
<td>---------------</td>
<td>-----------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>8,067 (07)</td>
<td></td>
<td>136,757 (02)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>91,001 (80)</td>
<td></td>
<td>730,116 (13)</td>
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<tr>
<td>Molasses</td>
<td>7,064 (06)</td>
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<td>32,062</td>
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<td>Pork</td>
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<td></td>
<td>610</td>
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</tr>
<tr>
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<td>2,304</td>
<td></td>
<td>3,674</td>
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<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Fish</td>
<td>203</td>
<td></td>
<td>1,213</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>2,215 (02)</td>
<td>1,942,867 (92)</td>
<td>1,946,622 (36)</td>
<td></td>
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</tr>
<tr>
<td>Cocoa</td>
<td>143</td>
<td>166,597 (08)</td>
<td>639,286 (12)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Rice</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metals</td>
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</tr>
<tr>
<td>Nails</td>
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<td></td>
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</tr>
<tr>
<td>Lead</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
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</table>
TABLE 10 (Con't)

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Mexico</th>
<th>South America</th>
<th>From All Foreign Port Groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt</td>
<td></td>
<td>229,566 (04)</td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td></td>
<td>250,849 (04)</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td>528</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td>228</td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td>170</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td>Staves</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>729</td>
<td>15,917</td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td>1,254 (01)</td>
<td>1,312,113 (24)</td>
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</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
**TABLE 11**

**DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE EXPORTS FROM NEW ORLEANS**

**1855**

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>1,318 39%</td>
<td>1,543 45%</td>
<td>23,627 70%</td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>858 02%</td>
<td>3,750 03%</td>
<td>28,232 23%</td>
<td>7,215 06%</td>
</tr>
<tr>
<td>Grain</td>
<td>84,142 68%</td>
<td>3,750 03%</td>
<td>28,232 23%</td>
<td>7,215 06%</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>1,335 17%</td>
<td>6060 76%</td>
<td>146 02%</td>
<td></td>
</tr>
<tr>
<td>Molasses</td>
<td>2,168 11%</td>
<td>8,994 44%</td>
<td>6,834 34%</td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>2,168 11%</td>
<td>8,994 44%</td>
<td>6,834 34%</td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td>1,587 05%</td>
<td>22,096 72%</td>
<td>6,060 20%</td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td>9,275 21%</td>
<td>16,016 37%</td>
<td>18,409 42%</td>
<td></td>
</tr>
<tr>
<td>Beef</td>
<td>580 06%</td>
<td>3,766 38%</td>
<td>5,348 55%</td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td>574 04%</td>
<td>11,478 81%</td>
<td>2,158 15%</td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>153 25%</td>
<td>251 40%</td>
<td>54 09%</td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td>161 26%</td>
<td>251 40%</td>
<td>54 09%</td>
<td></td>
</tr>
<tr>
<td>Rice</td>
<td>2,813 84%</td>
<td>365 11%</td>
<td>153 04%</td>
<td></td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>560 100%</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gulf South</td>
<td>South Atlantic</td>
<td>Middle Atlantic</td>
<td>New England</td>
</tr>
<tr>
<td>------------------</td>
<td>------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Lead</td>
<td>1</td>
<td></td>
<td>978 08%</td>
<td>11,504 92%</td>
</tr>
<tr>
<td>Iron</td>
<td>248 57%</td>
<td>10 02%</td>
<td></td>
<td>216 45%</td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>1,964 26%</td>
<td>49</td>
<td></td>
<td>5,600 73%</td>
</tr>
<tr>
<td>Candles</td>
<td>894 64%</td>
<td>300 21%</td>
<td>200 14%</td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>295 44%</td>
<td>244 36%</td>
<td>5</td>
<td>123 18%</td>
</tr>
<tr>
<td>Naval stores</td>
<td>40 14%</td>
<td></td>
<td>252 86%</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>2,175 98%</td>
<td>41 02%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td>42,500 100%</td>
<td></td>
<td></td>
<td>83</td>
</tr>
<tr>
<td>Staves</td>
<td>7,660 09%</td>
<td>43,600 54%</td>
<td>8,750 11%</td>
<td>20,913 26%</td>
</tr>
<tr>
<td>Textiles</td>
<td>2,806 93%</td>
<td>4</td>
<td>185 06%</td>
<td>27</td>
</tr>
<tr>
<td>Hardware</td>
<td>204 83%</td>
<td></td>
<td>25 10%</td>
<td>17 07%</td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>5,497 64%</td>
<td>1,882 22%</td>
<td>1,052 12%</td>
<td>167 02%</td>
</tr>
<tr>
<td>Wine</td>
<td>1,390 79%</td>
<td>59 03%</td>
<td>301 17%</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

Gulf South: Florida, Alabama, Mississippi, Louisiana, Texas;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
### TABLE 12
**DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE EXPORTS FROM NEW ORLEANS 1860**

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>5,124</td>
<td></td>
<td>22,406</td>
<td>48,830</td>
</tr>
<tr>
<td>Tobacco</td>
<td>381</td>
<td>35</td>
<td>1,515</td>
<td>261</td>
</tr>
<tr>
<td>Grain</td>
<td>92,193</td>
<td>3,460</td>
<td>4,316</td>
<td></td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>1,073</td>
<td>375</td>
<td>3,949</td>
<td>360</td>
</tr>
<tr>
<td>Molasses</td>
<td>2,000</td>
<td>1,694</td>
<td>7,450</td>
<td>7,950</td>
</tr>
<tr>
<td>Pork</td>
<td>4,562</td>
<td>65</td>
<td>2,114</td>
<td>517</td>
</tr>
<tr>
<td>Flour</td>
<td>27,197</td>
<td>800</td>
<td>1,712</td>
<td>4,556</td>
</tr>
<tr>
<td>Lard</td>
<td>778</td>
<td>160</td>
<td>3,176</td>
<td>100</td>
</tr>
<tr>
<td>Beef</td>
<td>95</td>
<td></td>
<td>2,345</td>
<td>257</td>
</tr>
<tr>
<td>Fish</td>
<td>34</td>
<td></td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>4,107</td>
<td></td>
<td>3,948</td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rice</td>
<td>126</td>
<td></td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nails</td>
<td>578</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE 12 (Con’t)

<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>24</td>
<td></td>
<td>3,754</td>
<td>10,346</td>
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<tr>
<td>Iron</td>
<td>8,007 96%</td>
<td>12</td>
<td>140 02%</td>
<td>188 02%</td>
</tr>
</tbody>
</table>

**Merchandise**

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt</td>
<td>3,667 100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td>1,101 92%</td>
<td>100 08%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>227 57%</td>
<td>82 21%</td>
<td>88 22%</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td>54 01%</td>
<td>3,513 74%</td>
<td>1,169 25%</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>710 75%</td>
<td>216 23%</td>
<td>13 01%</td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td>35,486 99%</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Staves</td>
<td>3</td>
<td></td>
<td></td>
<td>12,635 100%</td>
</tr>
<tr>
<td>Textiles</td>
<td>1,230 93%</td>
<td>5</td>
<td>82 06%</td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td>45 31%</td>
<td>17 12%</td>
<td>81 57%</td>
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</tbody>
</table>

**Spirits**

<p>| | | | | |</p>
<table>
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<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>9,582 87%</td>
<td>445 04%</td>
<td>645 06%</td>
<td>327 03%</td>
</tr>
<tr>
<td>Wine</td>
<td>545 13%</td>
<td>650 15%</td>
<td>2,722 65%</td>
<td>250 06%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana, Texas;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
<table>
<thead>
<tr>
<th></th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>8,029</td>
<td>2,636</td>
<td>667</td>
<td>9,798</td>
</tr>
<tr>
<td>Tobacco</td>
<td>118</td>
<td>118</td>
<td>667</td>
<td>227</td>
</tr>
<tr>
<td>Grain</td>
<td>75</td>
<td>2,010</td>
<td>4,113</td>
<td>1,147</td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>53</td>
<td>2,636</td>
<td>667</td>
<td>2,010</td>
</tr>
<tr>
<td>Molasses</td>
<td>117</td>
<td>117</td>
<td>117</td>
<td>117</td>
</tr>
<tr>
<td>Pork</td>
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<td>23</td>
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<td>Flour</td>
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<td>23</td>
<td>23</td>
<td>23</td>
</tr>
<tr>
<td>Lard</td>
<td>112</td>
<td>112</td>
<td>112</td>
<td>112</td>
</tr>
<tr>
<td>Beef</td>
<td>112</td>
<td>112</td>
<td>112</td>
<td>112</td>
</tr>
<tr>
<td>Fish</td>
<td>227</td>
<td>227</td>
<td>227</td>
<td>227</td>
</tr>
<tr>
<td>Coffee</td>
<td>1,147</td>
<td>1,147</td>
<td>1,147</td>
<td>1,147</td>
</tr>
<tr>
<td>Cocoa</td>
<td>2,010</td>
<td>2,010</td>
<td>2,010</td>
<td>2,010</td>
</tr>
<tr>
<td>Rice</td>
<td>4,113</td>
<td>4,113</td>
<td>4,113</td>
<td>4,113</td>
</tr>
<tr>
<td><strong>Metals</strong></td>
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<tr>
<td>Nails</td>
<td>2</td>
<td>9,798</td>
<td>3,483</td>
<td>3,483</td>
</tr>
</tbody>
</table>

**TABLE 13**

**DISTRIBUTION BY QUANTITY OF SELECTED COASTWISE IMPORTS INTO NEW ORLEANS**

1855


<table>
<thead>
<tr>
<th>Merchandise</th>
<th>Gulf South</th>
<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead</td>
<td>162 04%</td>
<td>3,820 95%</td>
<td>50 01%</td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>1,852 13%</td>
<td>183 01%</td>
<td>3,660 25%</td>
<td>8,627 60%</td>
</tr>
<tr>
<td>Salt</td>
<td>6,960 71%</td>
<td>1,200 12%</td>
<td>4</td>
<td>1,641 17%</td>
</tr>
<tr>
<td>Candles</td>
<td>85 16%</td>
<td>452 84%</td>
<td>353 29%</td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>881 71%</td>
<td></td>
<td>3,833 33%</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td>7,621 66%</td>
<td>9</td>
<td>2,450 97%</td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td>80 03%</td>
<td>1,641 17%</td>
<td>2,450 97%</td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td>2,013,969 99%</td>
<td>3,500</td>
<td>8,166 93%</td>
<td></td>
</tr>
<tr>
<td>Staves</td>
<td>80 03%</td>
<td>2,461 93%</td>
<td>106 04%</td>
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<tr>
<td>Textiles</td>
<td>229 02%</td>
<td>411 05%</td>
<td>53 16%</td>
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<tr>
<td>Hardware</td>
<td>57 17%</td>
<td>215 66%</td>
<td>53 16%</td>
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<table>
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<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Whiskey/rum</td>
<td>2</td>
<td>295 78%</td>
<td>77 20%</td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td>19</td>
<td>74 02%</td>
<td>3,785 97%</td>
<td>33</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana, Texas;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
<table>
<thead>
<tr>
<th></th>
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<th>South Atlantic</th>
<th>Middle Atlantic</th>
<th>New England</th>
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<tbody>
<tr>
<td><strong>Farm Products</strong></td>
<td></td>
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<tr>
<td>Cotton</td>
<td>52,600</td>
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<td>1,358</td>
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<tr>
<td>Tobacco</td>
<td>24</td>
<td></td>
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<td>02%</td>
</tr>
<tr>
<td>Grain</td>
<td>527</td>
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<td>1</td>
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<tr>
<td><strong>Foods</strong></td>
<td></td>
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</tr>
<tr>
<td>Sugar</td>
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<td>3,498</td>
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</tr>
<tr>
<td>Pork</td>
<td>10</td>
<td></td>
<td>98%</td>
<td>02%</td>
</tr>
<tr>
<td>Flour</td>
<td>27</td>
<td>19</td>
<td>98%</td>
<td>02%</td>
</tr>
<tr>
<td>Lard</td>
<td>11</td>
<td>11</td>
<td>98%</td>
<td>02%</td>
</tr>
<tr>
<td>Beef</td>
<td></td>
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<td>Fish</td>
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<td>357</td>
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<td>50</td>
<td>98%</td>
<td>85%</td>
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<tr>
<td>Rice</td>
<td>8</td>
<td>5,547</td>
<td>98%</td>
<td>33%</td>
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<tr>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Nails</td>
<td>340</td>
<td></td>
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<td>7,832</td>
</tr>
<tr>
<td></td>
<td>02%</td>
<td></td>
<td>98%</td>
<td>33%</td>
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<tr>
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<td>Gulf South</td>
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<td>New England</td>
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<tr>
<td>------------------</td>
<td>------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Lead</td>
<td>200 06%</td>
<td></td>
<td>1,489 49%</td>
<td>1,370 45%</td>
</tr>
<tr>
<td>Iron</td>
<td>1,000 03%</td>
<td></td>
<td>5,705 20%</td>
<td>21,489 76%</td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>50 96%</td>
<td>2 04%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td>255 71%</td>
<td>105 29%</td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>359 40%</td>
<td>440 49%</td>
<td>91 10%</td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td>300 58%</td>
<td>144 28%</td>
<td>70 14%</td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td>11</td>
<td></td>
<td>2,920 100%</td>
</tr>
<tr>
<td>Lumber</td>
<td>1,084,578 91%</td>
<td>41,370 03%</td>
<td></td>
<td>63,040 05%</td>
</tr>
<tr>
<td>Staves</td>
<td></td>
<td>20 50%</td>
<td>20 50%</td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td></td>
<td>149 04%</td>
<td>3,613 96%</td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td></td>
<td>957 69%</td>
<td>433 31%</td>
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</tr>
<tr>
<td><strong>Spirits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>147 16%</td>
<td>2</td>
<td>756 81%</td>
<td>32 03%</td>
</tr>
<tr>
<td>Wine</td>
<td>20</td>
<td>15</td>
<td>2,174 42%</td>
<td>3,006 58%</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
Gulf South: Florida, Alabama, Mississippi, Louisiana, Texas;
South Atlantic: Virginia, North Carolina, South Carolina, Georgia;
Middle Atlantic: New York, Pennsylvania, Maryland;
### TABLE 15

**DISTRIBUTION BY QUANTITY OF EXPORTS OVERSEAS FROM NEW ORLEANS 1855**

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>47,586</td>
<td>17%</td>
<td>174,738 63%</td>
<td>13,482</td>
<td>05%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>3,028</td>
<td>22%</td>
<td>4,509 33%</td>
<td>390</td>
<td>03%</td>
</tr>
<tr>
<td>Grain</td>
<td>79,324</td>
<td>37%</td>
<td>108,009 50%</td>
<td>6,300</td>
<td>03%</td>
</tr>
<tr>
<td>Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td></td>
<td>216</td>
<td>76%</td>
</tr>
<tr>
<td>Molasses</td>
<td>5,724</td>
<td>83%</td>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>6,121</td>
<td>50%</td>
<td></td>
<td>2,668</td>
<td>22%</td>
</tr>
<tr>
<td>Flour</td>
<td>17,636</td>
<td>38%</td>
<td>9,572 21%</td>
<td>161</td>
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<tr>
<td>Lard</td>
<td>3,375</td>
<td>03%</td>
<td>3,462 03%</td>
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</tr>
<tr>
<td>Beef</td>
<td>200</td>
<td>07%</td>
<td>2,140 81%</td>
<td></td>
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</tr>
<tr>
<td>Fish</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>3</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Metals</td>
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<td></td>
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<td></td>
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<tr>
<td>Nails</td>
<td>4,940</td>
<td>45%</td>
<td>2</td>
<td>6,000</td>
<td>54%</td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Table 15 (Con't)**

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Hardware</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumber</td>
<td>13,075</td>
<td>102</td>
<td>3,060 04%</td>
<td>5,448 07%</td>
<td>270,176</td>
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<tr>
<td></td>
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<td>175,271 21%</td>
<td>11,472 01%</td>
<td>164,365 19%</td>
<td>7,200</td>
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<td>Spirits</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Whiskey/rum</td>
<td>248</td>
<td>72%</td>
<td>1</td>
<td>58,620 .99%</td>
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</tr>
<tr>
<td>Wine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>3,039 01%</td>
<td>3,895 01%</td>
<td>600</td>
<td>6,144 02%</td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td>48</td>
<td>100</td>
<td>72</td>
<td>890 06%</td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Caribbean</th>
<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
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<tr>
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</tbody>
</table>
TABLE 15 (Con't)

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<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
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</thead>
<tbody>
<tr>
<td>Grain</td>
<td>15,021 07%</td>
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<td>700</td>
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<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>29 10%</td>
<td>10 03%</td>
<td>9 03%</td>
<td>19 07%</td>
</tr>
<tr>
<td>Molasses</td>
<td>35</td>
<td>1,082 16%</td>
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<td>80 01%</td>
</tr>
<tr>
<td>Pork</td>
<td>2,850 23%</td>
<td>9</td>
<td>560 04%</td>
<td>90</td>
</tr>
<tr>
<td>Flour</td>
<td>2,470 05%</td>
<td>1,770 04%</td>
<td>5,250 11%</td>
<td>6,138 13%</td>
</tr>
<tr>
<td>Lard</td>
<td>15,611 13%</td>
<td>100,004 81%</td>
<td>9</td>
<td>500</td>
</tr>
<tr>
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<td>115 04%</td>
<td>75 03%</td>
<td>25</td>
<td>100 04%</td>
</tr>
<tr>
<td>Fish</td>
<td>2</td>
<td>154 92%</td>
<td>10 06%</td>
<td>31 13%</td>
</tr>
<tr>
<td>Coffee</td>
<td>80 34%</td>
<td></td>
<td>31 13%</td>
<td>120 51%</td>
</tr>
<tr>
<td>Cocoa</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metals</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Nails</td>
<td>95</td>
<td></td>
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<td>3</td>
</tr>
<tr>
<td>Lead</td>
<td>110 100%</td>
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<td></td>
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</tr>
<tr>
<td>Iron</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Merchandise</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>1,015 98%</td>
<td></td>
<td>20 02%</td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td>2</td>
<td></td>
<td>632 99%</td>
<td></td>
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<tr>
<td></td>
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<td>Mexico</td>
<td>South America</td>
<td>Unknown</td>
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<tr>
<td>----------------</td>
<td>-----------</td>
<td>--------</td>
<td>---------------</td>
<td>---------</td>
</tr>
<tr>
<td>Soap</td>
<td>5</td>
<td></td>
<td></td>
<td>256</td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td></td>
<td>82%</td>
</tr>
<tr>
<td>Textiles</td>
<td>24</td>
<td>30</td>
<td>22</td>
<td>25</td>
</tr>
<tr>
<td>Hardware</td>
<td></td>
<td></td>
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<td>05%</td>
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<td>03%</td>
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</tr>
<tr>
<td>Whiskey/rum</td>
<td>24</td>
<td>12</td>
<td>10</td>
<td>50</td>
</tr>
<tr>
<td>Wine</td>
<td>39</td>
<td>468</td>
<td></td>
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</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.
TABLE 16
DISTRIBUTION BY QUANTITY OF EXPORTS OVERSEAS FROM NEW ORLEANS
1860

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td>71,285</td>
<td>310,194</td>
<td>16,851 04%</td>
<td>20,391</td>
<td>17,246</td>
</tr>
<tr>
<td>Tobacco</td>
<td>1,860</td>
<td>4,672</td>
<td>4,363 25%</td>
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<td>4,729</td>
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<tr>
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<td>3</td>
<td>28,046</td>
<td>69%</td>
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<tr>
<td>Foods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Molasses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td>3</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td></td>
<td>25,286</td>
<td>72%</td>
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<td>Lard</td>
<td>12</td>
<td>3,581</td>
<td>82%</td>
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</tr>
<tr>
<td>Beef</td>
<td></td>
<td>1,168</td>
<td>76%</td>
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</tr>
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<td>Fish</td>
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</tr>
<tr>
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<td>4</td>
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<tr>
<td>Cocoa</td>
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</tr>
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</tr>
<tr>
<td>Metals</td>
<td></td>
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</tr>
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<td><strong>Iron</strong></td>
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<tr>
<td><strong>Glassware</strong></td>
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<tr>
<td><strong>Soap</strong></td>
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**TABLE 16 (Con't)**

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<th>Farm Products</th>
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<th>Mexico</th>
<th>South America</th>
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<td>104</td>
<td>27</td>
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<tr>
<td>Grain</td>
<td>9,244 23%</td>
<td>1,500 04%</td>
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<td>2,021 05%</td>
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<td></td>
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<tr>
<td>Sugar</td>
<td>40 55%</td>
<td>26 36%</td>
<td></td>
<td>6 08%</td>
</tr>
<tr>
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<td>510 100%</td>
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<td></td>
<td></td>
</tr>
<tr>
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<td>764 56%</td>
<td>5</td>
<td>597 38%</td>
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</tr>
<tr>
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<td>3,200 09%</td>
<td>1,643 05%</td>
<td>2,242 06%</td>
<td>2,791 08%</td>
</tr>
<tr>
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<td>308 07%</td>
<td>10</td>
<td>40</td>
</tr>
<tr>
<td>Beef</td>
<td>268 17%</td>
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<td>79 05%</td>
<td>25 02%</td>
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<td>72 53%</td>
<td>20 15%</td>
<td>22 16%</td>
<td>22 16%</td>
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<tr>
<td>Coffee</td>
<td>3 12%</td>
<td></td>
<td>18 72%</td>
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<td>Cocoa</td>
<td></td>
<td>20 100%</td>
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<tr>
<td>Rice</td>
<td>51 24%</td>
<td>53 25%</td>
<td>65 31%</td>
<td>40 19%</td>
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<tr>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Nails</td>
<td>2 07%</td>
<td></td>
<td>8 27%</td>
<td>19 65%</td>
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<tr>
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<td>75 88%</td>
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<td></td>
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<tr>
<td>Iron</td>
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<td>3 14%</td>
<td></td>
<td>9 41%</td>
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<tr>
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NOTE: Based on random sample of manifests.
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<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
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</tr>
<tr>
<td>Tobacco</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Sugar</td>
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<td></td>
</tr>
<tr>
<td>Flour</td>
<td></td>
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<tr>
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<td>14</td>
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<td>500</td>
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<td></td>
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</tr>
<tr>
<td>Cocoa</td>
<td></td>
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<td></td>
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</tr>
<tr>
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<tr>
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</table>
### TABLE 17 (Con't)

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<th>Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
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<td>Iron</td>
<td>15,447</td>
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<td>Salt</td>
<td>218,827</td>
<td>84%</td>
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<td>20,850 06% 21,408 08%</td>
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<td>99,605 100%</td>
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<tr>
<td>Soap</td>
<td>201 100%</td>
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<td>Naval stores</td>
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<td>Textiles</td>
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<td>12 05%</td>
<td>29 12%</td>
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<tr>
<td>Hardware</td>
<td>450 32%</td>
<td>958 68%</td>
<td>2</td>
<td>31,000 50%</td>
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<td>30,000 49%</td>
<td>47</td>
<td>1,200 04%</td>
<td>30,000 96%</td>
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<tr>
<td>Spirits</td>
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<tr>
<td>Whiskey/rum</td>
<td>832 69%</td>
<td>330 27%</td>
<td>500 03%</td>
<td>2,196 12% 14</td>
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<tr>
<td>Wine</td>
<td>15,663 84%</td>
<td>214 01%</td>
<td>500 03%</td>
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<table>
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<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
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<tbody>
<tr>
<td>Cotton</td>
<td>40 09%</td>
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<td></td>
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<tr>
<td>Tobacco</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foods</td>
<td>Mexico</td>
<td>South America</td>
<td>Unknown</td>
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<td>---------------</td>
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<tr>
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<td>9,425</td>
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<td>374 04%</td>
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</tr>
<tr>
<td>Flour</td>
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<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td></td>
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<tr>
<td>Fish</td>
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</tr>
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<td></td>
<td>1</td>
</tr>
<tr>
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<tr>
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<tr>
<td>Iron</td>
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</tr>
<tr>
<td>Glassware</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soap</td>
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<tr>
<td>Naval stores</td>
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TABLE 17 (Con't)

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<td>Hardware</td>
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</tr>
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<td>Whiskey/rum</td>
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</tr>
<tr>
<td>Wine</td>
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NOTE: Based on random sample of manifests.
TABLE 18
DISTRIBUTION BY QUANTITY OF IMPORTS FROM OVERSEAS INTO NEW ORLEANS
1860

<table>
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<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
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<th>Caribbean</th>
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<td>Cotton</td>
<td>40</td>
<td>2,839 99%</td>
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<td>1,675 94%</td>
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<td></td>
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<td>4 100%</td>
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<tr>
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<tr>
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</tr>
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<td></td>
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</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>668 100%</td>
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</tr>
<tr>
<td>Fish</td>
<td>1,058 75%</td>
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<td>66,183 74%</td>
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<tr>
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<td>711 94%</td>
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<td></td>
</tr>
</tbody>
</table>
TABLE 18 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>France</th>
<th>British Isles</th>
<th>Prussia-Low Countries</th>
<th>Spain</th>
<th>Italy</th>
<th>Caribbean</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron</td>
<td>15,653</td>
<td>45%</td>
<td>3,762</td>
<td>11%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td>214,223</td>
<td>99%</td>
<td>510</td>
<td></td>
<td>1,739</td>
<td>100</td>
</tr>
<tr>
<td>Glassware</td>
<td>9,699</td>
<td>37%</td>
<td>1,549</td>
<td>6%</td>
<td>14,693</td>
<td>57%</td>
</tr>
<tr>
<td>Soap</td>
<td>350</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td>100</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td>13</td>
<td></td>
<td>385</td>
<td>11%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td>1,399</td>
<td>17%</td>
<td>300</td>
<td>04%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td>100%</td>
</tr>
<tr>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13</td>
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<tr>
<td>Staves</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>1,598</td>
<td>81%</td>
<td>207</td>
<td>10%</td>
<td>20</td>
<td>50</td>
</tr>
<tr>
<td>Wine</td>
<td>35,369</td>
<td>89%</td>
<td>1,472</td>
<td>04%</td>
<td>570</td>
<td>1,777</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>04%</td>
<td>535</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>01%</td>
</tr>
<tr>
<td>Farm Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>105</td>
<td>06%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mexico</td>
<td>South America</td>
<td>Unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>--------</td>
<td>---------------</td>
<td>---------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grain</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Foods</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sugar</td>
<td>1,383</td>
<td>12%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Molasses</td>
<td>609</td>
<td>22%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pork</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flour</td>
<td>400</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Beef</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Fish</td>
<td>224</td>
<td>16%</td>
<td>67</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>105</td>
<td></td>
<td>05%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cocoa</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metals</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Nails</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Merchandise</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glassware</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE 18 (Con't)

<table>
<thead>
<tr>
<th></th>
<th>Mexico</th>
<th>South America</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soap</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval stores</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Textiles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware</td>
<td></td>
<td></td>
<td>3,222</td>
</tr>
<tr>
<td>Candles</td>
<td></td>
<td></td>
<td>6,517</td>
</tr>
<tr>
<td>Lumber</td>
<td>8,500</td>
<td>97%</td>
<td></td>
</tr>
<tr>
<td>Staves</td>
<td></td>
<td></td>
<td>281</td>
</tr>
<tr>
<td>Spirits</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>90</td>
<td>04%</td>
<td></td>
</tr>
<tr>
<td>Wine</td>
<td>38</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.
## TABLE 19

1855 AND 1860 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND BOSTON

(+)= surplus  (-)= deficit

<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+236,935</td>
<td>+295,339</td>
</tr>
<tr>
<td>Feb.</td>
<td>-4,602</td>
<td>+497,776</td>
</tr>
<tr>
<td>Mar.</td>
<td>+82,227</td>
<td>+400,723</td>
</tr>
<tr>
<td>Apr.</td>
<td>+94,695</td>
<td>+43,576</td>
</tr>
<tr>
<td>May</td>
<td>+389,174</td>
<td>-33,743</td>
</tr>
<tr>
<td>June</td>
<td>+167,132</td>
<td>-540</td>
</tr>
<tr>
<td>July</td>
<td>+56,956</td>
<td>+30,971</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td>-5,730</td>
<td>-7,593</td>
</tr>
<tr>
<td>Oct.</td>
<td>-11,451</td>
<td>+295,613</td>
</tr>
<tr>
<td>Nov.</td>
<td>+307,054</td>
<td>+458,638</td>
</tr>
<tr>
<td>Dec.</td>
<td>+332,970</td>
<td>+741,200</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** The import and export values of glass, soap, cocoa, iron, and naval stores were derived from 1839 prices on Philadelphia foreign trade manifests listed by Lawrence Herbst in the appendix to *Interregional Commodity Trade From the North to the South and American Economic Development in the Antebellum Period* (New York: Arno Press, 1978). Lead prices were those of New York listed in *Historical Statistics of the United States* (Washington, D.C., 1975). Import receipts of other commodities at New Orleans were based on monthly New Orleans prices. Export receipts of other commodities were calculated from monthly prices at the port of destination with the exception of exports to Mobile, Pensacola, Savannah, Baltimore, Texas, and New England ports exclusive of Boston. The value of exports to Mobile, Pensacola, and Texas was based on monthly New Orleans prices. Export receipts at Savannah were calculated from Charleston prices. Philadelphia prices were used to ascertain export receipts at
TABLE 19 (Con't)

Baltimore. The value of exports to New England ports outside of Boston was derived from Boston prices. Prices listed in the Boston Daily Advertiser were used to calculate export receipts at Boston and other New England ports. The monthly prices of all other commodities except glass, soap, cocoa, iron, naval stores, and lead were those listed in Arthur Harrison Cole's Wholesale Commodity Prices in the United States, 1700-1861 (Cambridge: Harvard University Press, 1938).
### TABLE 20

**1855 AND 1860 PARTIAL BALANCE OF TRADE**

**NEW ORLEANS AND NEW ENGLAND (BOSTON EXCLUDED)**

(+)= surplus  
(-)= deficit

<table>
<thead>
<tr>
<th>Month</th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>-219</td>
<td></td>
</tr>
<tr>
<td>Feb.</td>
<td>-6,983</td>
<td>+1,180</td>
</tr>
<tr>
<td>Mar.</td>
<td>+15,377</td>
<td></td>
</tr>
<tr>
<td>Apr.</td>
<td></td>
<td>-10,217</td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td></td>
<td>-9,139</td>
</tr>
<tr>
<td>July</td>
<td>+4,046</td>
<td>-9,725</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td>+589</td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td>-7,187</td>
<td>+28,216</td>
</tr>
<tr>
<td>Dec.</td>
<td></td>
<td>+85,101</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+199,311</td>
<td>+248,805</td>
</tr>
<tr>
<td>Feb.</td>
<td>-13,324</td>
<td>+150,777</td>
</tr>
<tr>
<td>Mar.</td>
<td>+230,968</td>
<td>+50,582</td>
</tr>
<tr>
<td>Apr.</td>
<td>+230,968</td>
<td>+108,935</td>
</tr>
<tr>
<td>May</td>
<td>+188,885</td>
<td>+816,371</td>
</tr>
<tr>
<td>June</td>
<td>+142,840</td>
<td>+131,566</td>
</tr>
<tr>
<td>July</td>
<td>+98,082</td>
<td>+133,518</td>
</tr>
<tr>
<td>Aug.</td>
<td>-4,288</td>
<td>+100,091</td>
</tr>
<tr>
<td>Sept.</td>
<td>-25,880</td>
<td>+31,386</td>
</tr>
<tr>
<td>Oct.</td>
<td>-39,016</td>
<td>-18,046</td>
</tr>
<tr>
<td>Nov.</td>
<td>+26,919</td>
<td>+16,091</td>
</tr>
<tr>
<td>Dec.</td>
<td>+383,400</td>
<td>+63,335</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+5,650</td>
<td>+11,129</td>
</tr>
<tr>
<td>Feb.</td>
<td>-5,260</td>
<td></td>
</tr>
<tr>
<td>Mar.</td>
<td></td>
<td>+37,017</td>
</tr>
<tr>
<td>Apr.</td>
<td>+5,729</td>
<td>+10,471</td>
</tr>
<tr>
<td>May</td>
<td>-17,872</td>
<td>-3,877</td>
</tr>
<tr>
<td>June</td>
<td></td>
<td>+13,834</td>
</tr>
<tr>
<td>July</td>
<td>+8,184</td>
<td>-52,534</td>
</tr>
<tr>
<td>Aug.</td>
<td>-6,795</td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td>-37,051</td>
</tr>
<tr>
<td>Oct.</td>
<td>-12,426</td>
<td>-146,132</td>
</tr>
<tr>
<td>Nov.</td>
<td>-47,350</td>
<td>+27,647</td>
</tr>
<tr>
<td>Dec.</td>
<td>-15,049</td>
<td>-2,114</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
### TABLE 23

1855 AND 1860 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND BALTIMORE

(+)= surplus  (-)= deficit

<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+50,593</td>
<td></td>
</tr>
<tr>
<td>Feb.</td>
<td>+50,205</td>
<td>+6,946</td>
</tr>
<tr>
<td>Mar.</td>
<td>+52,348</td>
<td></td>
</tr>
<tr>
<td>Apr.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td>-52,548</td>
</tr>
<tr>
<td>June</td>
<td>+13,230</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>+27,238</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td>-52,548</td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td>+11,329</td>
<td>-52,548</td>
</tr>
<tr>
<td>Dec.</td>
<td></td>
<td>-88</td>
</tr>
</tbody>
</table>

**NOTE.** Based on random sample of manifests.

**SOURCE:** See Table 19.
TABLE 24
1855 AND 1860 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND CHARLESTON
(+) = surplus    (-) = deficit

<table>
<thead>
<tr>
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<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+15,942</td>
<td>-26,174</td>
</tr>
<tr>
<td>Feb.</td>
<td>-3,548</td>
<td>+6,696</td>
</tr>
<tr>
<td>Mar.</td>
<td></td>
<td>-23,268</td>
</tr>
<tr>
<td>Apr.</td>
<td>+18,661</td>
<td>-12,673</td>
</tr>
<tr>
<td>May</td>
<td>+13,541</td>
<td>-9,579</td>
</tr>
<tr>
<td>June</td>
<td>+15,176</td>
<td>+6,205</td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>-20,230</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td>-441</td>
<td>-24,672</td>
</tr>
<tr>
<td>Nov.</td>
<td></td>
<td>-14,875</td>
</tr>
<tr>
<td>Dec.</td>
<td>+19,532</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
TABLE 25

1855 AND 1860 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND SAVANNAH
(+) = surplus       (-) = deficit

<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+33,609</td>
<td></td>
</tr>
<tr>
<td>Feb.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr.</td>
<td>+9,827</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>+1,801</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td>+1,955</td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td>+28,940</td>
<td></td>
</tr>
<tr>
<td>Dec.</td>
<td></td>
<td>+29,267</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
TABLE 26
1855 AND 1860 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND PENSACOLA
(+) = surplus  (-) = deficit

<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+899</td>
<td>+1,493</td>
</tr>
<tr>
<td>Feb.</td>
<td>-11,395</td>
<td>-13,220</td>
</tr>
<tr>
<td>Mar.</td>
<td>-6,342</td>
<td>+2,876</td>
</tr>
<tr>
<td>Apr.</td>
<td>-2,233</td>
<td>+2,461</td>
</tr>
<tr>
<td>May</td>
<td>-2,922</td>
<td>+2,431</td>
</tr>
<tr>
<td>June</td>
<td>+3,385</td>
<td>-2,832</td>
</tr>
<tr>
<td>July</td>
<td>+3,834</td>
<td>+3,757</td>
</tr>
<tr>
<td>Aug.</td>
<td>-3,360</td>
<td>+22</td>
</tr>
<tr>
<td>Sept.</td>
<td>-1,154</td>
<td>+3,737</td>
</tr>
<tr>
<td>Oct.</td>
<td>-2,432</td>
<td>+9,073</td>
</tr>
<tr>
<td>Nov.</td>
<td>-4,979</td>
<td>+3,443</td>
</tr>
<tr>
<td>Dec.</td>
<td>-3,590</td>
<td>+5,837</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
TABLE 27

1855 AND 1860 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND MOBILE
(+)= surplus    (-)= deficit

<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+14,693</td>
<td>+14,192</td>
</tr>
<tr>
<td>Feb.</td>
<td>-1,540</td>
<td>+38,659</td>
</tr>
<tr>
<td>Mar.</td>
<td>+13,578</td>
<td>+13,564</td>
</tr>
<tr>
<td>Apr.</td>
<td>+20,995</td>
<td>+19,761</td>
</tr>
<tr>
<td>May</td>
<td>+20,216</td>
<td>+4,214</td>
</tr>
<tr>
<td>June</td>
<td>+13,519</td>
<td>+3,829</td>
</tr>
<tr>
<td>July</td>
<td>+3,440</td>
<td>+12,138</td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept.</td>
<td></td>
<td>+3,014</td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td>+2,305</td>
</tr>
<tr>
<td>Nov.</td>
<td>+13,657</td>
<td>+1,013</td>
</tr>
<tr>
<td>Dec.</td>
<td>+32,092</td>
<td>+1,899</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
### TABLE 28

1855 AND 1860 PARTIAL BALANCE OF TRADE
NEW ORLEANS AND TEXAS
(+)= surplus  (-)= deficit

<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>+48,943</td>
<td>-104,676</td>
</tr>
<tr>
<td>Feb.</td>
<td>-21,329</td>
<td>-3,108</td>
</tr>
<tr>
<td>Mar.</td>
<td>+8,869</td>
<td>+1,211</td>
</tr>
<tr>
<td>Apr.</td>
<td>+142,341</td>
<td>+30,470</td>
</tr>
<tr>
<td>May</td>
<td>-8,391</td>
<td>+11,984</td>
</tr>
<tr>
<td>June</td>
<td>+17,968</td>
<td>+8,375</td>
</tr>
<tr>
<td>July</td>
<td>+43,921</td>
<td>+11,147</td>
</tr>
<tr>
<td>Aug.</td>
<td>-11,799</td>
<td>+20,573</td>
</tr>
<tr>
<td>Sept.</td>
<td>-5,023</td>
<td>+35,719</td>
</tr>
<tr>
<td>Oct.</td>
<td>-38,520</td>
<td>+26,362</td>
</tr>
<tr>
<td>Nov.</td>
<td>+88,228</td>
<td>+13,286</td>
</tr>
<tr>
<td>Dec.</td>
<td>-25,855</td>
<td>-471</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
TABLE 29

DOLLAR VALUE OF EXPORTS DISTRIBUTED AMONG COASTAL REGIONS AND TO ALL FOREIGN PORTS IN 1855 AND 1860

<table>
<thead>
<tr>
<th></th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulf South</td>
<td>676,549</td>
<td>967,210</td>
</tr>
<tr>
<td>South Atlantic</td>
<td>166,727</td>
<td>85,356</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>1,631,620</td>
<td>2,156,551</td>
</tr>
<tr>
<td>New England</td>
<td>1,762,963</td>
<td>3,069,764</td>
</tr>
<tr>
<td>To Foreign Ports</td>
<td>14,466,100</td>
<td>21,434,877</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
TABLE 30

DOLLAR VALUE OF IMPORTS FROM COASTAL REGIONS AND ALL FOREIGN PORTS IN 1855 AND 1860

<table>
<thead>
<tr>
<th>Region</th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulf South</td>
<td>363,025</td>
<td>2,513,961</td>
</tr>
<tr>
<td>South Atlantic</td>
<td>251,227</td>
<td>167,045</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>286,062</td>
<td>407,612</td>
</tr>
<tr>
<td>New England</td>
<td>64,555</td>
<td>245,423</td>
</tr>
<tr>
<td>From Foreign Ports</td>
<td>2,859,659</td>
<td>5,461,088</td>
</tr>
</tbody>
</table>

NOTE: Based on random sample of manifests.

SOURCE: See Table 19.
**TABLE 31**

DOLLAR VALUE OF EXPORTS DISTRIBUTED AMONG FOREIGN PORT GROUPS IN 1855 AND 1860

<table>
<thead>
<tr>
<th>Country</th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>British Isles</td>
<td>8,744,565</td>
<td>14,629,532</td>
</tr>
<tr>
<td>France</td>
<td>2,594,830</td>
<td>3,408,400</td>
</tr>
<tr>
<td>Spain</td>
<td>948,796</td>
<td>926,914</td>
</tr>
<tr>
<td>Mexico</td>
<td>675,890</td>
<td>56,911</td>
</tr>
<tr>
<td>Prussia-Low Countries</td>
<td>598,632</td>
<td>1,099,487</td>
</tr>
<tr>
<td>Italy</td>
<td>503,074</td>
<td>1,151,244</td>
</tr>
<tr>
<td>Caribbean</td>
<td>309,475</td>
<td>68,752</td>
</tr>
<tr>
<td>South America</td>
<td>90,836</td>
<td>93,637</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
### TABLE 32

**DOLLAR VALUE OF IMPORTS FROM FOREIGN PORT GROUPS IN 1855 AND 1860**

<table>
<thead>
<tr>
<th>Region</th>
<th>1855</th>
<th>1860</th>
</tr>
</thead>
<tbody>
<tr>
<td>South America</td>
<td>1,544,615</td>
<td>2,109,464</td>
</tr>
<tr>
<td>British Isles</td>
<td>470,512</td>
<td>447,938</td>
</tr>
<tr>
<td>France</td>
<td>345,321</td>
<td>1,285,495</td>
</tr>
<tr>
<td>Caribbean</td>
<td>300,858</td>
<td>1,259,683</td>
</tr>
<tr>
<td>Mexico</td>
<td>81,358</td>
<td>113,151</td>
</tr>
<tr>
<td>Prussia-Low Countries</td>
<td>11,519</td>
<td>166,663</td>
</tr>
<tr>
<td>Spain</td>
<td>64,234</td>
<td>59,108</td>
</tr>
<tr>
<td>Italy</td>
<td>41,242</td>
<td>19,586</td>
</tr>
</tbody>
</table>

**NOTE:** Based on random sample of manifests.

**SOURCE:** See Table 19.
TABLE 33
BALANCE OF TRADE AMONG COMMODITY GROUPINGS
1855
(+)= surplus  (-) = deficit

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Domestic</th>
<th>Foreign</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton exports</td>
<td>$1,569,236</td>
<td>$10,213,017</td>
<td>$11,782,253</td>
</tr>
<tr>
<td>Cotton imports</td>
<td>304,861</td>
<td>15,833</td>
<td>320,694</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+1,264,375</td>
<td>+10,197,184</td>
<td>+11,461,559</td>
</tr>
<tr>
<td>Food exports</td>
<td>$1,952,017</td>
<td>1,266,291</td>
<td>3,218,308</td>
</tr>
<tr>
<td>Food imports</td>
<td>59,376</td>
<td>1,865,900</td>
<td>1,925,276</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+1,892,641</td>
<td>-639,609</td>
<td>+1,253,032</td>
</tr>
<tr>
<td>Farm Prod. exports</td>
<td>418,502</td>
<td>1,566,893</td>
<td>1,985,395</td>
</tr>
<tr>
<td>Farm Prod. imports</td>
<td>320,544</td>
<td>53,198</td>
<td>373,742</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+97,958</td>
<td>+1,513,695</td>
<td>+1,611,653</td>
</tr>
<tr>
<td>Metals' exports</td>
<td>82,165</td>
<td>49,871</td>
<td>132,036</td>
</tr>
<tr>
<td>Metals' imports</td>
<td>105,656</td>
<td>21,472</td>
<td>127,128</td>
</tr>
<tr>
<td>BALANCE</td>
<td>-23,491</td>
<td>+28,399</td>
<td>+4,908</td>
</tr>
<tr>
<td>Mfg. exports</td>
<td>40,165</td>
<td>42,114</td>
<td>82,279</td>
</tr>
<tr>
<td>Mfg. imports</td>
<td>46,558</td>
<td>8,425</td>
<td>54,983</td>
</tr>
<tr>
<td>BALANCE</td>
<td>-6,393</td>
<td>-33,689</td>
<td>+27,296</td>
</tr>
<tr>
<td>Spirit exports</td>
<td>155,316</td>
<td>1,364,935</td>
<td>1,520,251</td>
</tr>
<tr>
<td>Spirit imports</td>
<td>94,853</td>
<td>415,516</td>
<td>510,369</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+60,463</td>
<td>+949,419</td>
<td>+1,009,882</td>
</tr>
<tr>
<td>All exports</td>
<td>4,217,401</td>
<td>14,463,121</td>
<td>18,680,522</td>
</tr>
<tr>
<td>All imports</td>
<td>931,848</td>
<td>2,380,344</td>
<td>3,312,192</td>
</tr>
<tr>
<td>BALANCE</td>
<td>+3,285,553</td>
<td>+12,082,777</td>
<td>+15,368,330</td>
</tr>
</tbody>
</table>

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**TABLE 34**

**BALANCE OF TRADE AMONG COMMODITY GROUPINGS**

1860

(+): surplus  
(-): deficit

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Domestic</th>
<th>Foreign</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton exports</td>
<td>$4,139,505</td>
<td>$19,789,750</td>
<td>$23,929,255</td>
</tr>
<tr>
<td>Cotton imports</td>
<td>2,440,520</td>
<td>130,217</td>
<td>2,570,737</td>
</tr>
<tr>
<td><strong>BALANCE</strong></td>
<td>+1,698,985</td>
<td>+19,659,533</td>
<td>+21,358,518</td>
</tr>
<tr>
<td>Food exports</td>
<td>1,197,407</td>
<td>272,118</td>
<td>1,469,525</td>
</tr>
<tr>
<td>Food imports</td>
<td>514,346</td>
<td>2,839,237</td>
<td>3,353,583</td>
</tr>
<tr>
<td><strong>BALANCE</strong></td>
<td>+683,061</td>
<td>-2,567,119</td>
<td>-1,884,058</td>
</tr>
<tr>
<td>Farm Prod. exports</td>
<td>353,264</td>
<td>1,270,764</td>
<td>1,624,028</td>
</tr>
<tr>
<td>Farm Prod. imports</td>
<td>52,906</td>
<td>136,757</td>
<td>189,663</td>
</tr>
<tr>
<td><strong>BALANCE</strong></td>
<td>+300,358</td>
<td>+1,134,007</td>
<td>+1,434,365</td>
</tr>
<tr>
<td>Metals' exports</td>
<td>94,034</td>
<td>7</td>
<td>94,041</td>
</tr>
<tr>
<td>Metals' imports</td>
<td>96,895</td>
<td>28,780</td>
<td>125,675</td>
</tr>
<tr>
<td><strong>BALANCE</strong></td>
<td>-2,861</td>
<td>-28,773</td>
<td>-31,634</td>
</tr>
<tr>
<td>Mfg. exports</td>
<td>34,062</td>
<td>75,522</td>
<td>109,584</td>
</tr>
<tr>
<td>Mfg. imports</td>
<td>45,129</td>
<td>251,547</td>
<td>296,676</td>
</tr>
<tr>
<td><strong>BALANCE</strong></td>
<td>+11,067</td>
<td>-176,025</td>
<td>-187,092</td>
</tr>
<tr>
<td>Spirit exports</td>
<td>447,840</td>
<td>14,421</td>
<td>462,261</td>
</tr>
<tr>
<td>Spirit imports</td>
<td>179,685</td>
<td>1,328,030</td>
<td>1,507,715</td>
</tr>
<tr>
<td><strong>BALANCE</strong></td>
<td>+268,155</td>
<td>-1,313,609</td>
<td>+1,045,454</td>
</tr>
<tr>
<td>All exports</td>
<td>6,266,112</td>
<td>21,422,582</td>
<td>27,688,694</td>
</tr>
<tr>
<td>All imports</td>
<td>3,329,481</td>
<td>4,714,568</td>
<td>8,044,049</td>
</tr>
<tr>
<td><strong>BALANCE</strong></td>
<td>+2,936,631</td>
<td>+16,708,014</td>
<td>+19,644,645</td>
</tr>
</tbody>
</table>
APPENDIX V

DERIVATION OF THE COMMODITY STATISTICS AND
THE ORIGIN OF THE MANIFESTS

The manifests neither distinguished between foreign and domestically produced commodities, nor did they list prices and grades. The manifests from which the commodities were coded were selected through use of a thirty-percent random number sample technique in SPSS (Statistical Package For the Social Sciences). Not every commodity listed on the randomly selected manifests could be coded because space was restricted to five pages per manifest in order to limit costs of data processing. Consequently, the selection of commodities to be coded was made with the goal of having a distribution of processed or manufactured goods and agricultural commodities that was representative of the large number of product categories.

The commodities listed in the sample of manifests were shipped in a variety of packages and containers. For example, molasses was carried in barrels, tierces, and casks. Because of the limited number of columns on the coding forms and the difficulty of making conversions from one quantity measure to another, the commodities were aggregated as if they had been shipped in only one type of container. In the case of molasses, tierces and casks were included in the total quantity for each year as if they were barrels, the predominant containers in which molasses was shipped. For other commodities, such as cotton, that were shipped consistently in the same type of container, different container sizes did not preclude coding of precise quantities.

The commodities for which dollar values were calculated were those which could be priced. Prices were taken from a variety of

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sources. The New Orleans, Charleston, and New York prices of most commodities were taken from Arthur Harrison Cole's *Wholesale Commodity Prices in the United States, 1700-1861* (Cambridge: Harvard University Press, 1938). Lead prices were taken from *Historical Statistics of the United States: Colonial Times to 1970* (Washington, D.C., 1975). The prices of iron, glassware, naval stores, and soap and cocoa were drawn from Lawrence Herbst's *Interregional Commodity Trade From the North To the South and American Economic Development In the Antebellum Period* (New York: Arno Press, 1978). The *Boston Daily Advertiser* was used as the source of Boston prices. The prices were multiplied by quantities to ascertain the value of exports and imports. Where possible New Orleans prices were used to calculate the value of imports, and prices of the principal port in each coastal region were used to calculate export values at that region. The South Atlantic was represented by Charleston, the Middle Atlantic by New York, and New England by Boston.

The vessel manifests on which much of this study is based were required by United States statutes that regulated the nation's coasting trade and commerce on its navigable rivers.¹ Congressional legislation of 1819 grouped the various customs districts along the eastern seacoast to the southern limits of Georgia into one great district. A second great district was established between the Perdido River on the boundary between Florida and Alabama and the western limits of the United States. In 1822, Florida was added as a third great district.

¹See *U. S. Statutes at Large*, vol. 1.
A 1793 statute stipulated that vessels of twenty tons or more be enrolled and licensed in order to participate in the coasting trade. For vessels of less than twenty tons, a license alone was sufficient. The larger vessels laden with the goods or manufactures of the United States, if found in violation of such provisions, were required to pay the same fees and duties as foreign vessels. They were not, however, prohibited from carrying domestic goods in the coastwise trade. United States vessels had to surrender their enrollments and licenses and obtain a register before embarking on a foreign voyage.

The act of 1793 further stipulated that the master of every licensed vessel traveling from one customs district to another except one located in the same or adjoining state deliver to a customs official for his certification duplicate manifests listing the type and quantity of all cargo. The master was required to specify the names of shippers and consignees of distilled liquors and merchandise of foreign manufacture. At the port of arrival he was to present a copy of the certified manifest to a customs official, who was then to grant a permit for unloading all or part of the cargo.

\[^{2}\text{Ibid.}\]
<table>
<thead>
<tr>
<th>Commodity</th>
<th>Quantity Measures Encountered</th>
<th>Standardized Quantity Measure Used to Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton</td>
<td>bales</td>
<td>bale</td>
</tr>
<tr>
<td>Tobacco</td>
<td>hogsheads</td>
<td>hogshead</td>
</tr>
<tr>
<td>Grain</td>
<td>sacks, barrels</td>
<td>sack</td>
</tr>
<tr>
<td>Sugar</td>
<td>hogsheads, boxes, tierces</td>
<td>hogshead</td>
</tr>
<tr>
<td>Molasses</td>
<td>casks, hogsheads, barrels, tierces</td>
<td>barrel</td>
</tr>
<tr>
<td>Pork</td>
<td>barrels</td>
<td>barrel</td>
</tr>
<tr>
<td>Flour</td>
<td>barrels</td>
<td>barrel</td>
</tr>
<tr>
<td>Lard</td>
<td>kegs, casks, firkins, barrels</td>
<td>keg</td>
</tr>
<tr>
<td>Beef</td>
<td>barrels</td>
<td>barrel</td>
</tr>
<tr>
<td>Fish</td>
<td>barrels, boxes</td>
<td>box (1826, 1837, 1846, 1855, 1860)</td>
</tr>
<tr>
<td>Coffee</td>
<td>sacks</td>
<td>sack</td>
</tr>
<tr>
<td>Cocoa</td>
<td>sacks</td>
<td>sack</td>
</tr>
<tr>
<td>Rice</td>
<td>barrels, casks</td>
<td>cask</td>
</tr>
<tr>
<td>Nails</td>
<td>kegs</td>
<td>keg</td>
</tr>
<tr>
<td>Lead</td>
<td>pigs</td>
<td>pig</td>
</tr>
<tr>
<td>Iron</td>
<td>bars, rods, plates, sheets</td>
<td>bar</td>
</tr>
<tr>
<td>Salt</td>
<td>sacks</td>
<td>sack</td>
</tr>
<tr>
<td>Hides</td>
<td>pieces, bundles</td>
<td>none</td>
</tr>
<tr>
<td>Glassware</td>
<td>crates, boxes</td>
<td>box</td>
</tr>
<tr>
<td>Soap</td>
<td>boxes</td>
<td>box</td>
</tr>
<tr>
<td>Naval stores</td>
<td>barrels</td>
<td>barrel</td>
</tr>
<tr>
<td>Textiles</td>
<td>pieces, trunks, boxes, bundles</td>
<td>none</td>
</tr>
<tr>
<td>Hardware</td>
<td>pieces, boxes, crates</td>
<td>none</td>
</tr>
<tr>
<td>Lumber</td>
<td>board feet</td>
<td>board foot</td>
</tr>
<tr>
<td>Candles</td>
<td>boxes</td>
<td>box</td>
</tr>
<tr>
<td>Commodity</td>
<td>Quantity Measures Encountered</td>
<td>Standardized Quantity Measure Used to Price</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------------------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>Staves</td>
<td>singles, bundles</td>
<td>single</td>
</tr>
<tr>
<td>Whiskey/rum</td>
<td>barrels</td>
<td>barrel</td>
</tr>
<tr>
<td>Wine</td>
<td>barrels, pipes, quintals</td>
<td>barrel</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Year</th>
<th>1821</th>
<th>1826</th>
<th>1837</th>
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*Blanks indicate that price data was not available. The above prices are proxies, as opposed to actual average monthly prices, because they represent various commodity quantities for which no price data was available. The bias in the prices is mitigated by the fact that commodity quantities among imports and exports varied from month to month.*
### TABLE 3

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*See note at bottom of Table 2.*

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# TABLE 4

**AVERAGE MONTHLY PRICE PROXIES* IN DOLLARS**

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TABLE 5

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<td>10.03</td>
<td>15.73</td>
<td>9.20</td>
</tr>
<tr>
<td>Wine</td>
<td>81.00</td>
<td>9.50</td>
<td></td>
<td></td>
<td></td>
<td>16.83</td>
</tr>
</tbody>
</table>

*See note at bottom of Table 2.
APPENDIX VI

THE SEABORNE SLAVE TRAFFIC OF NEW ORLEANS, 1820-1850

In addition to commodities, slaves were transported by ship into and out of the port of New Orleans. This movement of slaves by ship was part of a larger movement of slaves from the Old South to the New South. Robert Fogel and Stanley Engerman estimated that from 1790 to 1860, 835,000 slaves moved from the exporting states of the Old South to the New South.\(^1\) The movement was concentrated in the second half of the period in which Maryland, Virginia, and the Carolinas were the largest exporters, while Alabama, Mississippi, Louisiana, and Texas were the largest importers. About 701,000 slaves moved with their owners. The remainder were sold at an average of about 2,500 per year.\(^2\)

According to one historian's estimate, 124,000 slaves were transferred from selling to buying states in the 1820-30 decade, 265,000 in the 1830-40 decade, 146,000 in the 1840-50 decade, and 207,000 in the 1850-60 decade.\(^3\) Virginia exported more slaves than any other state. Exports to the Gulf states were considerably exceeded by imports.\(^4\)

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\(^2\)Ibid., pp. 47, 48.


The number of slaves in the coasting transit from 1815 to 1860 made up no more than twenty-five percent of the total number of slaves sent from the exporting to the importing states. U. B. Phillips estimated that between two and five thousand slaves per year were in the coasting transit, and that more than half were carried without intent to sell.\(^5\) By 1860, the exodus of slaves via coastwise and overland routes from the exporting states had reduced their slave population to only about sixty percent of what it would have been had it grown at the national rate and enlarged the slave population of the importing states to nearly four times what it would have been had it expanded at the same pace as the national population.\(^6\)

The movement of slaves out of the Old South was associated with the spread of cotton cultivation in the states of the New South. The largest proportion of slaves demanded by cotton planters in the importing states were those of prime working age between fifteen and thirty-five. Slaves in that age bracket earned a profit for their owners, which peaked at age thirty-five. After the age of thirty-five, the average earnings of slaves continued to be positive but decreased each year. Earnings of slaves under the age of fifteen fell below the cost of maintaining them, although the average earnings of slaves, aged ten to fourteen, increased with each passing year.\(^7\)

Earnings varied not only with age, but also with sex. Before the


\(^{6}\)Fogel and Engerman, p. 47.

\(^{7}\)Ibid., pp. 74-75.
age of eighteen the earnings of female slaves exceeded those of males. The earnings' gap did not occur because females were able to bear a child. Rather, the earnings of females were greater simply because they matured more rapidly than men.8

Both males and females transported by ships in the coastwise route were listed on vessel manifests in conformity to customs regulations. The New Orleans manifests specified the age, sex, height, color, and owner of slaves entering or leaving the port. What proportion of the total number of slaves arriving and departing New Orleans was represented on the manifests is unknown. As the largest slave sales' mart in the nation, New Orleans received slaves from many sources and a substantial number no doubt were transported overland and downriver to the city. Because the preponderance of slaves in the movement from the selling states to the buying states was transported overland, it can be inferred that significant numbers of slaves moving into and out of Louisiana were transported overland. The New Orleans slave manifests cannot therefore be considered an approximate listing of the total number of slaves which were transported into or out of Louisiana, or for that matter, the Gulf South. They do, however, afford a means of quantifying with a greater degree of accuracy than heretofore has been possible the pattern of slave traffic with the Gulf South and between the Old South and the New South.

In 1820, coastal imports into New Orleans exceeded exports by more than a two to one margin (see Tables 1 and 2). Nearly two-thirds were supplied from the South Atlantic states, most having been shipped out

8 Ibid.
of Virginia. The slave population of Virginia exceeded that of any other state in 1820.9

A close association existed between slaves imported from South Carolina, Alabama, Virginia, Louisiana, and Florida, and the residency of their owners in those states. At least seventy-five percent of the slaves imported from each of those states were owned by residents of those states. Ownership was more dispersed among slaves imported from Mississippi, an indication perhaps of a high degree of absentee land ownership in that state.

Of the 499 male and female slave imports with known ages from all coastal regions in 1820, sixty-three percent were of prime working ages ranging from fifteen to thirty-five (Table 2). The prime age category predominated among imports from all coastal regions. A higher proportion of males than females was of prime working age. Males' earning potential was greater in that age bracket than that of females. Furthermore, males of prime age were physically stronger than females and considered by planters as being more capable of doing field work where the overwhelming numbers of slaves were used. The ten-to-fourteen and nine-or-younger age brackets accounted for a higher proportion of female than male imports because of the higher earnings' potential of females in those age categories.

The predominance of prime-age slaves was reflected in the dollar value of imports in 1820 (see Table 4). Prime-age slaves accounted for seventy-three percent of the dollar value of all imports in 1820. The dollar value of slaves from the South Atlantic amounted to more than

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seventy percent of the dollar value of slaves imported from all coastal regions.

The dollar value of exports in 1820 amounted to about thirty percent that of imports. Exports to the Gulf South accounted for seventy-seven percent of the total dollar value of coastal exports. The surplus of exports over imports in dollars within the Gulf South was about two to one. As measured in dollars the South Atlantic was New Orleans' smallest export market. Exports to that region in 1820 as well as the Middle Atlantic were worth considerably less than imports.

If the interchange of slaves at New Orleans is considered only in numbers imported and exported, imports from the South Atlantic and Middle Atlantic exceeded by 299 exports to the Gulf South. Within the Gulf South, Mississippi was the largest slave market in 1820, followed by Alabama, although imports from Alabama exceeded exports. Most slaves entering Mississippi came from the states in the Upper South and traveled to the state on foot. Virginia, Tennessee, Kentucky, and South Carolina supplied more than the other states.10

Alabama in the 1820s was undoubtedly a net importer of slaves. Indian cessions in 1816 made available a large portion of Alabama for settlement. Many of the newcomers emigrated from Virginia or North Carolina and traveled overland. Some took the coastwise route and moved up the rivers from Mobile. Sales of public land between 1817 and 1819 were the largest ever recorded in the state.11 Because New Orleans

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was west of the East-West immigration routes into the Gulf South, it probably supplied considerably less than half the slaves transported in ships to Alabama and Mississippi throughout the antebellum years.

Slaves of prime working age accounted for a smaller percentage of exports in 1820 than they did of imports. The ten-to-fourteen and thirty-six-to-seventy age categories each comprised fifteen percent of the exports. In the Gulf South slaves of prime working age accounted for the same share of total exports as they did among exports to all regions. The proportion of slaves in the other age categories nearly matched the proportion of those age groups among total slave exports. Among exports to the Middle Atlantic, the proportion of slaves of prime working age was less than half that among exports to the Gulf South, indicating that exports to the Middle Atlantic comprised a higher proportion of slaves moving with their owners as opposed to being sold in the interstate slave trade. Conversely, the proportion of slaves older than thirty-six was twice as high among exports to the Middle Atlantic than among exports to the Gulf South. The South Atlantic in 1820 was insignificant as a slave market.

As with imports, a higher proportion of male exports was of prime age than were their female counterparts. The younger age categories were more predominant among females, reflecting their higher earnings' potentials during those years. Bay St. Louis and Mobile were the two largest markets for both sexes when all age categories are considered.

There was no correspondence in 1820 between export markets and owners' residences (see Table 11). All slaves exported to Virginia were owned by Virginians, but less than forty percent of slaves exported to South Carolina, Alabama, Mississippi, Florida, and Louisiana
were owned by residents of those states. Louisianians owned more than half of all exports only to the states of Mississippi and Florida. This pattern indicates that most exported slaves were owned by people in the process of moving to a new residence.

By 1830, the number of slaves shipped into and out of New Orleans had increased to 1682 from the 700 in 1820. The increase in imports over the previous decade exceeded the increase in exports. There were about sixty percent more males than females in the two-way traffic. The proportion of the total commerce accounted for by movement of slaves in the Gulf South declined from thirty-three to nineteen percent despite an increase in both exports and imports. This decline occurred primarily because imports from the South Atlantic nearly quadrupled, and nearly all of this increase was retained in Louisiana or moved out of that state by means other than the coastwise trade. The share of traffic with the Middle Atlantic declined from nineteen percent in 1820 to only three percent in 1830, as both the number of imports and exports fell considerably in 1830 from their 1820 levels.

Although the surge in imports during the 1820s was concentrated in Virginia, the excess of imports over exports also expanded in South Carolina. The Gulf South, as in 1820, was the only region with which exports surpassed imports and also was New Orleans' largest regional market in 1830. From 1820 to 1830, the number of slaves exported to Florida, Alabama, and Texas increased, while the number exported to Mississippi and Louisiana declined. Alabama, by 1830, had surpassed Mississippi as New Orleans' largest export market. Cotton production in Alabama in 1830-31 exceeded that of any other Gulf South state. 12

12James L. Watkins, King Cotton: A Historical and Statistical Review,
The expansion of cotton acreage in Alabama was the inevitable outcome of increased public land sales, which in 1830, surpassed sales in the other Gulf South states.\textsuperscript{13} Coinciding with the high volume of public land sales and increased cotton production, was a 180 percent increase in the slave population in the 1820s, an expansion unmatched by the other Gulf South states.\textsuperscript{14}

Texas, which had not been a destination for slaves shipped from New Orleans in 1820 had, by 1830, emerged as a significant market. Some slaves were probably intended for the Galveston Bay region where, in 1830, there were a number of large sugar plantations.\textsuperscript{15} The Texas state constitution of 1827 had outlawed the introduction of slaves and declared that no one could be born a slave. Texans generally evaded the law by bringing in slaves as contract labor, a method approved by the Congress of Texas and Coahuila in May 1828. The contracts, which were validated by a notary public or other public official, in essence stated that the Negro was a slave in the state where his master resided, that he was worth a certain sum of money, and that he wished to go with his master to Texas where he would be freed after entering the

\begin{flushleft}
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\textsuperscript{14}De Bow, p. 84.
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\begin{flushleft}
\textsuperscript{15}"Texas Sugar Lands, Etc.," \textit{De Bow's Review V} (1848): 317-18.
\end{flushleft}
Among exports there was a close association between shipments to South Carolina, Louisiana, and Texas and residency in those states. A more prevailing association was that between ownership of slaves by New Orleans residents and exports. New Orleans residents shipped well over half of all slaves destined for Virginia, Mississippi, Savannah, Louisiana, and foreign ports.

In 1830, as in 1820, the proportion of slaves of prime working age exported to the Gulf South and all domestic regions was fifty-nine percent. The proportion of slaves in other age brackets except that of nine or under remained the same as in 1820 or declined. The proportion of male exports of prime working age continued to exceed that of females who were in less demand for field work. In other age brackets, however, the proportion of females continued to exceed that of males among exports.

Prime-age slaves were even more concentrated within imports than exports, indicating that a higher proportion of slave imports were destined to be sold or used for field work than were exports. Prime-age slaves comprised well over two-thirds of imports from the Gulf South and South Atlantic but did not constitute much more than half of the imports from the Middle Atlantic, suggesting that a greater proportion of slaves from the latter region were utilized for household work and were accompanying their owners in such capacity. As expected, prime-age males accounted for a larger share of imports than prime-age

slaves of both sexes. As among exports, female imports were more dominant among younger ages when their earnings exceeded those of males.

In 1830, well over half the slaves imported from South Carolina, Virginia, Florida, and Louisiana continued to be owned by residents of those states. However, the percentage of slaves that were owned by Alabama residents declined from ninety-six percent in 1820 to forty-three percent in 1830. As in 1820, most slaves imported from Mississippi were shipped by owners living out of state. In both 1820 and 1830, Virginians owned more slave imports than residents of any other state.

In 1840, the number of slaves in the coastwise commerce at New Orleans declined to 1421 because fewer slaves were being imported. The increase in slaves moving to and from the Middle Atlantic was offset by a decline in the numbers of slaves in the traffic with the Gulf South and South Atlantic. Imports from the South and Middle Atlantic exceeded exports to those regions and the Gulf South.

As measured in dollars, imports increased by only four percent from 1830 to 1840, compared to an eighty percent increase from 1820 to 1830. The dollar value of exports increased by fifty percent from 1830 to 1840, compared to a twelve percent decline from 1820 to 1830. The total value of slave traffic in 1840 amounted to $1,042,264, an increase of ten percent over the 1830 total. Over sixty percent of that sum was accounted for by traffic with the South Atlantic. About twenty-two percent of the total value of the slave commerce in 1840 was concentrated in the Gulf South.

The South Atlantic continued to be the dominant supplier of imports notwithstanding a forty percent decline from 1830 to 1840 in the number of slaves exported to New Orleans from Virginia. The slave imports
from that state were part of a population exodus that had been ongoing since 1820. In that year Virginia's population slipped to second place among the states and fell to fifth in 1860. The exhaustion of soil in the old farming areas was one reason for the exodus of people. Virginia continued to rank first among all states in slave population in 1840, as it had throughout the antebellum period, despite a decline in the number of slaves during the 1830s.

Virginians in 1840 owned a higher proportion of slaves exported from their state than did owners of slaves exported from other states. Virginians continued to own more than half of all slaves shipped to New Orleans. Slave imports from South Carolina, Florida, Georgia, and Louisiana were also largely owned by residents of those states. There was no association between imports from Mississippi and ownership by residents of that state.

Overall, exports of slaves increased eighteen percent from 1830 to 1840. They declined in the Gulf South by nineteen percent, increased in the South Atlantic by 177 percent, and increased in the Middle Atlantic by 470 percent. The Gulf South remained the largest market with about a sixty percent share of total exports. The two most notable changes in exports to that region from 1830 to 1840 were the increase in numbers of slaves shipped to Texas and the decline in the numbers shipped to Florida, Alabama, and Mississippi. The emergence of Texas in 1840 as New Orleans' largest slave market coincided

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18De Bow, pp. 85, 84.
with a 277 percent increase in output of cotton in the 1830s, an increase that exceeded that of any other Gulf South state.\textsuperscript{19}

Similarly, the decline in slave exports to Mississippi may also have reflected the influence of economic factors, specifically the impact of the Panic of 1837, which brought an end to several years of freewheeling speculation in land and cotton and a growing influx of slaves. By 1840, many cotton planters were unable to meet payments on land purchased from the federal government. So extensive was the damage done by the economic dislocation of the late 1830s and early 1840s that the Mississippi cotton economy did not recover until the mid-1850s.\textsuperscript{20}

Alabama and Florida experienced increases in their slave populations from 1830 to 1840, but in the case of Alabama that increase was less than that of the 1820s.\textsuperscript{21} The Panic of 1837 initiated a drastic fall in land sales in both states.\textsuperscript{22} Consequently, cotton output in both states increased at a slower rate than in the 1820s.\textsuperscript{23}

Among exports, the share of slaves owned by New Orleanians declined substantially in 1840 from that in 1830, though New Orleanians still owned more of the slaves exported than residents of any other state or port. The decline in ownership among New Orleanians suggests

\begin{thebibliography}{99}
\bibitem{19} Watkins, pp. 214, 216, 218.
\bibitem{20} McLemore, pp. 314-15.
\bibitem{21} De Bow, p. 84.
\bibitem{22} Cole, p. 52.
\bibitem{23} Watkins, pp. 139, 141, 144, 147, 125, 127-29.
\end{thebibliography}
that exports purchased by non-Louisiana residents accounted for an increasing share of exports in the 1830s. Ownership of exports by New Orleanians was most concentrated among slaves sent to other parts of Louisiana and to Alabama, Virginia, Mississippi, and Savannah. The concentration of ownership by New Orleanians also declined among exports to Mississippi, Florida, Savannah, and overseas markets from 1830 to 1840.

In 1840, the percentage of slaves of prime working age exported to domestic ports remained the same as it had been in 1830 and 1820. Slaves in the prime-age group dominated exports to all regions. Within the Gulf South the largest numbers of prime-age slaves were shipped to Texas, the largest slave market. Within the Middle Atlantic Maryland took more prime-age slaves and those in other age brackets than any other state in the region. The South Atlantic was the only region in which the percentage of prime-age slaves among exports was below the percentage to all ports.

Of the male slaves exported nearly two-thirds were in their prime working years from fifteen to thirty-five. The proportion of females of prime working age among exports was considerably lower than the proportion of male exports in that age bracket. As at previous decade intervals, females accounted for a higher proportion of exports among slaves fourteen or under than males.

Among imports in 1840, males were more concentrated in the prime-age bracket than they were among exports, an indication that a higher percentage of imports was used for field work. More slaves of prime age were sold at New Orleans than those in other age categories. They would logically be more concentrated among imports than exports.
Females of prime age were also considerably more concentrated among imports than exports.

In 1850, the number of slaves arriving and departing New Orleans in ships totalled 3694, an increase of 160 percent over the 1840 number. There were 2158 exports and 1536 imports. Exports increased 576 percent and imports thirty-nine percent over their 1840 totals, demonstrating that most of the increase was made up of slaves shipped directly out of Louisiana or of slaves who entered Louisiana by overland routes from out-of-state before being re-exported. The combined market value of imports and exports amounted to $2,031,123, an increase of ninety-five percent above the 1840 market value.

The trade exhibited more balance between imports and exports than at previous decade intervals. The ratio of the dollar value of imports to that of exports was 325 percent in 1820, 667 percent in 1830, and 462 percent in 1840, but declined to eighty-three percent in 1850. The dollar value of imports from all domestic coastal regions increased from 1840 to 1850, as a result of an increase in the dollar value of imports from the Gulf South. The dollar value of imports from the South Atlantic and Middle Atlantic declined over the decade. The increase in the dollar value of exports from 1840 to 1850 was confined to the Gulf South.

Exports to the Gulf South in 1850 accounted for ninety-six percent of all coastwise slave exports. From 1840 to 1850, the numbers of slaves shipped to every state in the region increased except to Mississippi, which received no exports of slaves with known ages from New Orleans in 1850. As in 1840, Texas was the dominant market. Mississippi cotton planters in the 1840s were slow to recover from the
Panic of 1837. The increase in cotton production from 1840 to 1850 was much less than in previous decades, and the increase in the state's slave population in the 1840s was less than half of what it was from 1830 to 1840. Exports of slaves to Texas coincided with a wave of immigration into East Texas that peaked in 1850-51. Alabama, Tennessee, and Mississippi supplied a greater number of newcomers than any of the other states. Many of them undoubtedly traveled downriver to New Orleans before heading west. Their numbers were swelled by slaves emigrating directly to East Texas from Louisiana.

The numbers of slave exports owned by New Orleanians tripled the number that they owned in 1840, lending credence to the view that an increasing share of exports in 1840s was migrating out-of-state with Louisianians. Louisianians in 1850 owned a larger share of slaves exported to the Gulf South port groups except Texas. Texas residents owned more slaves among those exported to that state than non-Texans.

Imports into New Orleans in 1850 were largely sent from the South Atlantic as in previous years, though that region's share of total imports declined considerably from the 1840 share. The decline in the numbers of slaves imported from Virginia was not as steep from 1840 to 1850 as it had been from 1830 to 1840. In the 1850s, the deterioration in Virginia agriculture was reversed in response to such conservation measures as deep-plowing, crop rotation, and the application of fertilizer such as guano and gypsum. Farms, which had been

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24 Ibid., pp. 168, 169, 171, 174; De Bow, p. 84.

abandoned, began to once again produce crops. The agricultural revival reduced the surplus of slaves. The surplus was further reduced by the expansion of manufacturing.26

Arrivals from the Gulf South increased more than five times the 1840 arrivals. The increase was greatest from Alabama. By 1850, soil exhaustion had become a problem in that state. A writer in De Bow's Review commented on "fenceless old fields" that were "spreading like diseased spots" around towns and villages. Thousands of planters and farmers were moving to Texas. Some of them went by ship from Mobile to New Orleans.27

The predominance of imports in the commerce with the South Atlantic also characterized commerce with the Middle Atlantic. The latter region's share of total traffic in 1850 declined to eight percent from seventeen percent in 1840, despite an increase in imports. Maryland remained the leading exporter of the region.

By 1850, the share of slave imports owned by Virginians had fallen to thirty percent from fifty-one percent in 1840. However, a greater proportion of slaves imported from Virginia was owned by Virginians than by residents of any other state. Residents of Alabama, Georgia, Florida, South Carolina, and Texas owned more slaves imported from those states than out-of-state residents.

As at previous decade intervals, the percentage of prime-age slaves was greater among imports than among exports probably because slaves

26Dabney, pp. 279-81.

destined to be sold were concentrated among imports. A higher percentage of male than female imports continued to be concentrated in prime working ages. Females were more concentrated than males in the younger age groups. Continuing an established pattern, prime-working age males and females were less dominant among exports than among imports. Texas was the largest export market for slaves of prime working age and other age groups.

The profile of the slave trade from 1820 to 1850 exhibited both change and continuity. In 1820, New Orleans imported more slaves than it exported. By 1850, there was a surplus of exports over imports. In both years the Gulf South was the one region in which exports exceeded imports. Imports exceeded exports in trade with the South Atlantic and Middle Atlantic in both years.

The two-way seaborne traffic with all coastal regions expanded from 700 in 1820 to 3694 in 1850. The South Atlantic, which accounted for forty-eight percent of the total slave traffic in 1820, declined to only twenty percent in 1850. The Gulf South, which accounted for thirty-three percent of the traffic in 1820, increased its share to sixty-nine percent in 1850. Virginia supplied a larger number of imports in both years than either the Gulf South or Middle Atlantic. The largest export market in 1820 was Mississippi with a forty-one percent share of the market. In 1850, Texas became the largest export market with a forty-seven percent share.

Prime working-age slaves dominated exports and imports among all domestic regions in 1820 and 1850. In both years prime working-age slaves were more concentrated among imports than exports and among males than females because the earnings of prime working-age males ex-
ceeded those of females. The predominance of prime working-age slaves was evident in the dollar value of slaves shipped into and out of New Orleans. It increased from $597,741 in 1820 to $2,031,123 in 1850.

The slave traffic of New Orleans is best understood in the context of larger forces shaping southern economic development. The age distribution reflected the demand for prime working-age slaves by southern planters for use as field labor. Changes in the pattern of exports and imports of prime working-age slaves as well as those of other ages were tied to population shifts and developments in agriculture. Until 1850, the basic pattern of slave traffic was one in which imports from the South Atlantic were largely retained in the New Orleans region. This pattern coincided with emigration of settlers out of the Old South to the Gulf South. Within that region the Panic of 1837, more than any other event, modified the pattern of slave traffic. It was associated with a decline in exports to Alabama, Mississippi, and Florida. Its repercussions in Mississippi were felt as late as 1850. By that year the New Orleans region had become a net exporter of slaves, and Texas had emerged as the largest market. The abundance of virgin land in Texas attracted immigrants from older states where farming conditions seemed less favorable. In 1850, as in previous years, the westward movement of slaves and planters was a feature of southern agriculture on which southern economic development depended.
## TABLE 1

SEABORNE EXPORTS OF SLAVES TO DOMESTIC PORT GROUPS

<table>
<thead>
<tr>
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<tr>
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<td>2158</td>
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SOURCE: U. S., Department of the Treasury, Slave Manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
### TABLE 2
SEABORNE IMPORTS OF SLAVES FROM DOMESTIC PORT GROUPS

<table>
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<tr>
<th>Port Groups</th>
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</table>

**Source:** U. S., Department of the Treasury, Slave Manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.


<table>
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<th></th>
<th>Florida</th>
<th>Alabama</th>
<th>Louisiana</th>
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### TABLE 3 (Con't)

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<th>New York</th>
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<th>ALL REGIONS</th>
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TABLE 4
1820 DOLLAR VALUE OF SLAVE IMPORTS BY AGE CATEGORY FROM DOMESTIC PORT GROUPS

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<th>Age Group</th>
<th>Florida 1820 Total</th>
<th>Alabama 1820 Total</th>
<th>Louisiana 1820 Total</th>
<th>Mississippi 1820 Total</th>
<th>Texas 1820 Total</th>
<th>GULF SOUTH 1820 Total</th>
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<th>North Carolina 1820 Total</th>
<th>Virginia 1820 Total</th>
<th>SOUTH ATLANTIC 1820 Total</th>
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TABLE 4 (Con't)

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<th>New York</th>
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<th>ALL REGIONS</th>
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### TABLE 5

1830 DOLLAR VALUE OF SLAVE EXPORTS BY AGE CATEGORY TO DOMESTIC PORT GROUPS

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<th>Alabama</th>
<th>Louisiana</th>
<th>Mississippi</th>
<th>Texas</th>
<th>GULF SOUTH</th>
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<td>3,938</td>
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<table>
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<tr>
<th></th>
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<th>South Carolina</th>
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<th>Virginia</th>
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### TABLE 5 (Con't)

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<th>New York</th>
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### TABLE 6

1830 DOLLAR VALUE OF SLAVE IMPORTS BY AGE CATEGORY FROM DOMESTIC PORT GROUPS

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<th>Age Category</th>
<th>Florida 1830 Total</th>
<th>Alabama 1830 Total</th>
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<th>North Carolina 1830 Total</th>
<th>Virginia 1830 Total</th>
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<td>New York</td>
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<td>1,890</td>
<td>33,390</td>
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**Sources:** U.S., Department of the Treasury, Slave Manifests, 1827-1850 (microfilm copy), Louisiana State University Archives. Robert W. Fogel and Stanley L. Engerman, *New Orleans Slave Sale Sample, 1804-1862* (ICPSR data set 7423).
### TABLE 7

**1840 DOLLAR VALUE OF SLAVE EXPORTS BY AGE CATEGORY TO DOMESTIC PORT GROUPS**

<table>
<thead>
<tr>
<th>Age Category</th>
<th>Florida</th>
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<th>Louisiana</th>
<th>Mississippi</th>
<th>Texas</th>
<th>Gulf South</th>
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<td>9,248</td>
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</tr>
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<th>Louisiana</th>
<th>Mississippi</th>
<th>Texas</th>
<th>GULF SOUTH</th>
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<tbody>
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**Sources:**
TABLE 9
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TABLE 9 (Con't)

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TABLE 10

1850 DOLLAR VALUE OF SLAVE IMPORTS BY AGE CATEGORY FROM DOMESTIC PORT GROUPS

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TABLE 10 (Con't)

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<tr>
<th></th>
<th>Maryland</th>
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<th>New York</th>
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### TABLE 11

**1820 SLAVE EXPORT PERCENTAGES CLASSED BY OWNERS' RESIDENCES**

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SOURCE: U. S. Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
TABLE 12
1820 SLAVE IMPORT PERCENTAGES CLASSED BY OWNERS' RESIDENCES

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</table>

**SOURCE:** U. S. Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
TABLE 13
1830 SLAVE EXPORT PERCENTAGES CLASSED BY OWNERS' RESIDENCES

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**SOURCE:** U.S., Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
TABLE 14
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**SOURCE:** U. S., Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
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**SOURCE:** U. S., Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
TABLE 16
1840 SLAVE IMPORT PERCENTAGES CLASSED BY OWNERS' RESIDENCES

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**SOURCE:** U. S., Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
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**SOURCE:** U. S., Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
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SOURCE: U. S., Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
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Percentage Distribution of Slave Exports by Age Category to Domestic Port Groups, 1820-1850

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**SOURCE:** U. S., Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
TABLE 20
PERCENTAGE DISTRIBUTION OF SLAVE IMPORTS BY AGE CATEGORY FROM DOMESTIC PORT GROUPS, 1820-1850

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SOURCE: U.S., Department of the Treasury, Slave manifests, 1827-1850 (microfilm copy), Louisiana State University Archives.
VITA

Thomas E. Redard was born in Peoria, Illinois, on October 18, 1952. Following graduation from Peoria High School in 1970, he entered the University of Illinois at Urbana-Champaign and graduated with a B.A. in history in 1974. He subsequently entered the University of Texas at Austin and graduated with an M.A. in history in 1976. In August 1976, he entered the Ph.D. program as a teaching assistant in the Department of History at Louisiana State University.
DOCTORAL EXAMINATION AND DISSERTATION REPORT

Candidate: Thomas E. Redard

Major Field: History

Title of Dissertation: The Port of New Orleans: An Economic History, 1821-1860

Approved:

[Signatures]

Major Professor and Chairman

Dean of the Graduate School

EXAMINING COMMITTEE:

[Signatures]

Date of Examination:

November 18, 1985