

or not half so much, whereas its selling price has been only a difference of from \$8 to \$10 per ton—it should have been at least \$25 per ton. I now speak of the average of what good undamaged unadulterated Peruvian guano should be, such as is carried to the English market, and of what good unadulterated Patagonian guano should be, such as is carried there also—what have we in our markets as “Best No. 1 Peruvian guano,” and what are our Patagonian, or No. 2 guanos? The Peruvian bears the same mark, No. 1, the Patagonian also the same mark, No. 2. Are all the Nos. 1 alike? Are they worth the same thing? and are all the specimens marked No. 2 alike? Do they possess the same value? In my last report, pages 72 and 73, I showed the analyses of two cargoes, one of which marked “specimen A,” containing of ammonia 4 per cent., phosphates 36 per cent., (according to the rule already given,) worth, say \$20.50, another marked “O,” containing of ammonia 15.25; phosphates, 46.12, worth by the same rule at least \$50 per ton. They were both marked No. 1, were sold at the same price, and were inspected some time in the year 1848. To show the composition of the guano which comes to our market, I here give the analyses of 13 cargoes of Peruvian guano, all marked No. 1, and of 4 cargoes of Patagonian, marked No. 2, furnished me by the present inspector of guano. If it be asked why they were marked alike by him, though so different in composition, so varied in value, I answer, that whilst this energetic and faithful officer fully admitted the correctness of the form of inspection which I have advocated and here advise, yet by the advice of eminent legal counsel, he was constrained to mark it in the “old way.” Another proof that the less farmers have to do with law the better, as it seldom benefits *them*.

What those differences in composition are, and what the worth of the several cargoes, let the following analyses show; to which are attached the names of the vessels which brought them. These are the analyses furnished me at my request by the present inspector; to which I have added the money value of each separate valuable constituent, and the value of a ton according to them, from each cargo.