

In proof, then, of the necessity of an inspection; in proof of the manner in which it ought to be performed, to show the quantity of valuable constituents, your honorable body has the highest testimony in England, where guano is used to much greater extent than in this country. You have the authority of the most distinguished chemist and philosopher in this country, and you have proofs from the ascertained composition of the article itself. Some of the largest dealers and most intelligent merchants of Baltimore are favorable to an inspection of the kind which I have advocated, and it is to their interest. They will then pay for the article in proportion to its value, and sell it at a fair price, without any trouble. At present they buy cargoes—sometimes before it arrives, provided it shall be No. 1; but No. 1 materially differs, and thus one merchant may have a cargo very inferior to another, although he paid the same price for it. If analyses of the two cargoes be made and published, the one having the better cargo will sell it much more readily than the one with the inferior cargo. He will thus have an advantage in his sales, to which he is not entitled, by having paid no more than the possessor of an inferior article. But the interest of the consumer especially demands that there should be a proper inspection: its demands—being equal, right and just, doing injury to none—should be granted. Let there be fair play.

To show the loss incurred by the purchaser under the present system, let us take two cargoes, that of the Ellen Barres and Howard. A ton of 2000 lbs. of the Ellen Barres's cargo contains of

Ammonia, 340 lbs., at 12 cents per lb.—worth	\$40.80.
Phosphate of lime, 520 lbs., at 1½ cents per lb.—worth	7.80.

Total,	\$48.60.
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A ton of the Howard's cargo contains of

Ammonia, 220 lbs., at 12 cents per lb.—worth	\$26.40.
Phosphates, 490 lbs., at 1½ cents per lb.—worth	7.35.

Total,	\$33.75.
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Being a difference of \$14.90 per ton, which, in a cargo of a thousand tons, would be \$14,900, nearly fifteen thousand dollars loss to the purchaser of a single cargo, besides loss of crop, labor, freight, &c. It will be seen that the average of the 13 cargoes of Peruvian guano which I have given is 14.60, and falls below the average in England, by more than 19 per cent., and below the guarantee there by more than 9½ per cent. IT IS TO BE EXPECTED THAT THE WORSE GUANO WILL COME TO OUR MARKET, WHERE IT IS SOLD WITHOUT A GUARANTEE, AND WHERE THE INSPECTION HAS BEEN A MERE FARCE IN EVERY THING, SAVE ITS EXPENSE. It may be said that the guano merchants have a right to ask what they please for their guano, and it rests with the consumer whether to