

## Literature, &amp;c.

THE AMERICAN MAGAZINES  
FOR NOVEMBER.From the Merchant's Magazine.  
CONNECTION OF LEARNING  
WITH COMMERCE.

The reciprocal benefits of commerce and agriculture have often been stated, and cannot be too strongly urged. In our country, this connection should be constantly kept in mind. The future prosperity of the United States depends on the recognition and practical observance of this great truth. Perhaps the connection of commerce and science is not the less real, nor the less important to be recognised. Whatever tends to the increase and dissemination of science in a nation, must contribute to its improvement, and therefore to its true and permanent prosperity. If the morals of a people are not invariably in proportion to their knowledge, their character is generally improved by it, as to the arts of civilization and political strength; but as long as they remain in a state of ignorance, there is far less hope, as well as of their political power, as of their moral elevation. A reference to the history of past ages will show that learning and science have usually accompanied or closely followed commercial enterprise, and serve to ensure its just appreciation with enlightened and patriotic citizens, by suggesting an important consideration of its benefits, in addition to what is more commonly called the prosperity of a nation, its physical resources and wealth.

It is true, indeed, that an intercourse between different countries, for the purposes of trade, may be, and in remote ages was, maintained by land transportation; but since navigation has been known and improved, the other mode of conveyance has been in a great measure discontinued. And where the local situation of countries would permit, a preference has been given to navigation, since the age of Solomon; and probably as early as the exode of the Israelites from Egypt, five hundred years before the reign of that prosperous monarch. Three hundred years before Moses, trade was pursued between central and western Asia Egypt, by means of land transportation. From Chaldea and Persia and the Hither India, the caravans passed through Syria to the eastern shores of the Mediterranean and to Egypt, and some of them probably through Arabia across the Red Sea to Nubia—a country probably of more early settlement than Lower Egypt. So Chaldea, and not Egypt, may justly be considered as the cradle of the human family, after the deluge; and the country, whence originated and were communicated the learning and science of early periods. Some of the grand children of Noah settled Chaldea, and they had all the learning that survived the calamity of an universal deluge. As the descendants of the antediluvian patriarch of the third and fourth generation removed, some east of the Euphrates, and other west and south, to Arabia, Syria, Nubia, Egypt, &c., an intercourse would naturally be maintained between these countries; and an exchange of the products of each would be made for the purpose of trade. The descendants of Noah, who remained in the fertile plains of Shinar, would be most likely to make greater progress in the arts and in science than those removed to remote regions and who had to struggle hard for the mere necessities of life. The merchants or traders to whom Joseph was sold, were Midianites engaged in traffic between their country (part of Arabia, and Egypt, who passed through the land of Canaan, and probably first visited older settlements in the east, bringing thence various articles of great value. For they had not only balm and myrrh, but spices, which might in very early times have been conveyed across the Persian Gulf, though in boats comparatively small and fragile.

The early population of Arabia is implied, though not so expressly asserted by Moses as that of Chaldea, Syria and Egypt. There were men of learning and science in Arabia before Moses. Job and his friends had some acquaintance with astronomy, derived no doubt from their Chaldean ancestors; and a knowledge of astronomy, even when attended with some errors of theory, and destitute of the discoveries of modern times, presupposes some acquaintance with mathematics. The fact indeed, is undisputed, that in Chaldea, Hither India, and Arabia, the science of numbers and of arithmetical was very early cultivated.

The Chaldeans possessed all the information which Noah and his sons had communicated from the antediluvian

race; and from the remotest periods were celebrated for their study of the divine science of astronomy. The kindred sciences, no doubt, were studied by them, and soon spread to distant countries. All other nations having originated from Chaldea, would readily receive knowledge thence, and even revisit it both for trade and science. In very early ages, however, this intercourse, as already suggested, was chiefly maintained by land conveyance.

The first efforts in navigation are now unknown; but it is probable they began as soon as the descendants of Noah spread to the Persian Gulf; and to Arabia, and the Red Sea, and through Canaan to the eastern shores of the Mediterranean. It is supposed by some learned men, that the Phœnicians practised navigation as early as the time of Moses, fifteen hundred years before the Christian era, and that they visited distant ports on that sea. When the people of Canaan were driven out of their borders by Joshua, some of them probably colonized places in the western parts of Asia Minor, in Greece, and on the northern coasts of Africa.

In the days of Solomon, navigation attracted great attention, and it was encouraged as the most efficient aid to commerce. Thus it gradually became a substitute for land transportation, wherever it was practicable. The caravans were not indeed, discontinued from central Asia to Palestine, and Asia Minor and Egypt, for centuries after Solomon; but in all places on the seacoasts, they were superseded by navigation; and the Persian Gulf, the Red Sea, and the Mediterranean were then traversed for the purposes of trade.

It is true that the principal object of navigation, in the early periods of the world, was wealth. But the spirit which led men to adopt and pursue it, was indicative of once of enterprise and curiosity. And the active, adventurous merchant, was usually a friend of science, and a patron of the useful arts. He was eager to acquire a knowledge of the discoveries of other nations, and to communicate it to his own countrymen. For commerce tends to enlarge and liberalize the human mind; and those who pursue it are usually munificent encouragers of learning. Wherever commerce exists, the arts of civilization are known and cultivated; and refinement, literature, and science are seen to follow.\* Leonardo, an eminent merchant of Pisa, in the beginning of the tenth century, brought the knowledge of algebra from Arabia, which he had visited for the sake of trade. It is supposed he travelled east or north-east of Arabia, whence the people of the latter country might have received that science. But whether they derived it from Chaldea or from Greece, as some suppose, it is not material in the view here taken of the subject. It was not received in Italy and the west directly from Greece; and it is probable that, although the Greeks had a knowledge of geometry long before this period, they were not the first people who were acquainted with algebra; but it originated in Arabia, or in India, whence it was early conveyed to the Arabians.

Nations which have had no foreign commerce, usually made but slow advances in science and the arts. The Romans were five hundred years without commerce, except to a very limited extent, and on a small scale. Except their necessary attention to agriculture, war was their employment and their trade. And though this may polish men's deportment in some measure, it has far less tendency to improve or civilize than a commercial intercourse with foreign countries. The most savage and barbarous nations may be able warriors, while they make no progress in literature or the arts of civilized society. The pursuits of commerce, only, will raise them from their uncivilized condition.

When Mexico was invaded and conquered by Cortez, near the beginning of the sixteenth century, though the population was great, and the inhabitants in some respects inventive, they were ignorant of many important discoveries which had been made in Europe for five hundred, and a thousand years.

Their ancestors had probably emigrated from the north-east of Asia, to the north-western part of America several

\* Commerce, says Dr. Belknap, 'is one of the most powerful causes which have contributed to enlarge the sphere of science; because it is stimulated by one of the most active principles of the human mind.' And it is from a fortunate merchant and mathematician of Florence that America derives its name; though, in justice, it should have borne that of a still more adventurous, and equally intelligent individual.

centuries before the Christian era, and from a people far less enlightened than some nations were even at that period, in the west of Asia and Europe. After passing over to this continent, they spread far and wide, chiefly to the south and east, for a more genial climate; and they or their descendants successively, passed through parts of the present territory of the United States, on their way to Mexico, leaving a portion behind on the lands they traversed. They would have been far more advanced in the arts of life and in science, when visited by that conqueror, in 1520, had they pursued the business of commerce with distant countries.

The Chinese have been somewhat above a savage and barbarous condition ever since known and visited by Europeans; which is more than three hundred years; but their secluded state, and an aversion to intercourse with other nations, have no doubt prevented their making any advances in science or civilization for many centuries. They are probably descendants from the posterity of Shem, and carried with them to China the knowledge possessed by those inhabiting Central Asia, five hundred years or more from the deluge. But their want of enterprise for foreign adventure and trade, has been an entire obstacle to their making such progress as many other nations have done, in which a portion of the people were engaged in commerce. And navigation having in a great measure superseded land conveyance between distant countries, where this is not encouraged, commerce is necessarily cramped and unprofitable.

The Phœnicians, one of the earliest people devoted to commerce and navigation, probably carried the knowledge of letters into Greece before any inquisitive individuals of that country visited Egypt for the purpose of discoveries in science or literature. The Phœnicians were engaged in navigation and commerce as early as the time of Moses, perhaps at a more early period. And when Joshua settled his countrymen in Canaan, many of the original inhabitants fled by sea to distant places on the Mediterranean. The chief object of the Phœnician navigators was wealth; but they were also patrons of the arts of civilization, and encouraged the propagation of useful knowledge and physical sciences, from the east to the then more ignorant and barbarous west.

To an extensive and prosperous commerce, Great Britain owes more for its wealth and civilization than to any other cause. And, that her commerce with other nations is owing to her use of navigation, and the employment of her own citizens in pursuing it, cannot be justly doubted. Had it been the policy of her rulers for five hundred years past, to discourage commercial pursuits, and to have no more trade than depended on the efforts and enterprises of other countries—had her citizens retired from the ocean and left the carrying trade to others, or shut themselves up from the rest of the world, their condition would have been far less elevated and glorious than it is now.

If the first settlers of Virginia, Massachusetts, New York, Maryland, &c., had been content to confine themselves entirely to the cultivation of the soil, and to a few mechanic arts, necessary to subsistence, and had their descendants adopted the same narrow policy, and desisted wholly from navigation, and from trade with Europe, the condition of this country, and the character of the people, would have been far inferior in civilization and literature to what it is at present.

If we look far back into remote ages, we shall find that the nations then existing, who had intercourse for the purpose of trade, whether by land or by water, were among the first which became distinguished for science and letters. Thus we find Chaldea and the Hither India, Arabia, Egypt, and Phœnicia, very early enjoyed a great degree of civilization, and had a knowledge of many useful arts, when the rest of the world was in a rude and barbarous state. If Greece was not early engaged in trade by navigation, it is evident that the merchants of the east visited that country, and carried thither the elements of science, then cultivated in Asia. In the time of Alfred, (850) Baitian had very little commerce, and the people were in a deplorable state of ignorance and barbarism. Edward I. in the thirteenth century, encouraged commerce, and civilization, and learning soon followed. From the tenth century, many nations of Europe advanced in knowledge, civilization and wealth; and this improvement may be justly attributed to trade and commerce more than to any other cause; though the crusades to the holy land by Europeans, led indirectly

to the dissemination of literature and science in the western parts of the continent. Thus, it will be found that the first and greatest advances were made in maritime towns and their vicinity.

Venice was early a place of trade, as its enterprising merchants contributed greatly to the civilization and learning of Europe. They were considered as citizens of the world, on account of their commercial enterprises; for they thus came more liberal in their views and more courteous in their manners. Genoa, the birth place of Columbus, navigation and trade early flourished. Venice soon after became a place of letters and of the arts; and thence civilization and learning extended to the more northern parts of Germany.

At a more remote period, Marseille was a mart for foreign commerce, and was early visited by the merchants of Tyre and Sidon; and in its vicinity probably was situated the ancient Tarshish, if indeed, it were not the same.

The Saracens also, who conquered Spain, conveyed the knowledge of arithmetic, astronomy, and algebra, to the country from Arabia; but it was not the disposition or object to disseminate either art or science for the benefit of other nations. They were warriors and promoters of the Mahomedan faith, rather than merchants or patrons of civilization or science.

We are fully justified, then, in asserting the connection between commerce and letters, the favorable influence of the former on the latter, and in urging upon the attention of our citizens the consideration of the vast and various benefits trade with foreign nations. The people of the United States are of an enterprising and inventive spirit. They have made great improvements in the useful arts, and in the mode of education, which people of the old continent may do well to imitate. And the latter have learned and will learn much of the former in future periods. But Europe is not stationary. It contains numerous individuals who are the most scientific and learned characters in the world; and we should not be ashamed to learn of them, nor confess our obligations to them for that great portion of the science and literature of our young, but rising country. Without commercial intercourse with Europe, not only the means of wealth, but of scientific and literary progress in America, would be in a great measure diminished.

From the Knickerbocker.  
SKETCHES IN PARIS IN 1835.  
From the Travelling Note Book of George  
Crayon.

A PARISIAN HOTEL.

As a street set on end, the grand staircase forming the high way, and every floor a separate habitation. Let me describe the one in which I am lodged, which may serve as a specimen of the class. It is a huge quadrangular pile of stone, built round a spacious courtyard. The ground floor is occupied by shops, magazines, and domestic offices. Then comes the *entresol*, with low ceilings, short windows, and dwarf chimneys; then succeed a succession of floors or stories, rising one above the other, the number of Mahomet's heavens. Each floor is like a distinct mansion, complete within itself, with ante chamber, saloon, dining and sleeping rooms, kitchen and other conveniences for the accommodation of a family. Some floors are divided into two or more suits of apartments. Each apartment has its main door of entrance opening upon the stair case, or landing places, and locked like a street door.

Thus several families and numerous single persons live under the same roof, and tally independent of each other, and may live so for years, without holding much intercourse than is kept up in other cities by residents in the same streets.

Like the great world, this little microcosm has its gradations of rank and importance. The Premier, or first floor with its grand saloons, lofty ceilings, and splendid furniture, is decidedly the aristocratical part of the establishment. The second floor is scarcely less aristocratical and magnificent; the others are on lessening in splendour as they gain altitude, and end with attics, the regions of petty taylor, clerks, and sewing girls. To make the fitting up of the mansion complete, every nook and corner is fitted up as a pretty little bachelor's apartment. That is to say, some little dark inconspicuous nestling place for a poor devil of a bachelor.

The whole domain is shut up from the street by a great *porte-cochere*, or portico, calculated for the admission of carriages. This consists of two massy folding-doors that swing heavily open upon a spacious entrance, passing under the front of the edifice into the court yard. On one