and Point Peninsula are subordinate to this, and included in the
district. The present officers at this office are: Alfred Fox, collector, Charles W. Rogers, William Estis, deputy collectors^ James L. Folger, L. D. Tarble, inspectors. In 1848 the official returns gave $91,597; in 1649, $90,484; in 1850, $120,040; and in 1851 of $94,546.

A considerable amount of ship building has been carried on at Cape Vincent since 1819. The following is believed to be a correct list of vessels built here, the names of first masters (when known) being given in italics. Schooners: Henry, John Darns; V. Le Ray, do.; Lafayetee, Mastin; Ainsworth, J. Belisle; Hannah, Peter Ingalls; O. P. Starkey, do.; L. Goler, Lucas; Victor, Ripley; Free Trader, Shattuck; Chief Justice Marshall, Edie; brig, Merchant, T. Pheatt; schooners, Henry Crevolin, Belisle; John E. Hunt, P. Ingalls; Napoleon, Crouch; Merchant, J. Harris; Amelia, Shattuck; Roscoe, do; Potomac, do; brig, Iowa; sloop, Elizabeth Goler, Cummings; brig, Patrick Henry, W. E. Ingalls; schooner, Montezuma, Smith/ Troy; Allanwick; Globe, Goler; propeller, St. Nicholas, Litz; schooner, Charles Smith, W. E. Ingalls; Algoma, Reid; Silas Wright, Fuller; Port Henry, / Jarvis.

Application for the incorporation of the village of Cape Vincent, was made to the court of sessions, June 14th, 1853. A census taken on the 14th of April, gave a population of 1218, within the proposed limits, or 312J acres. The petition to the court was signed by Jerre Carrier, Samuel Forsyth, Zebulon Converse and L. H. Ainsworth, and an election was held in July, which resulted in the adoption of the charter by a vote of 80 to 2. The first village election was held August 9th, 1853, at which J. Carrier, T. Peugnet, J. T. Ainsworth, J. L* Folger, and L. H. Ainsworth, were chosen trustees; William R. Sanders, clerk; W. J. Ingalls, C. Smith, C. Wright, assessors; R. Crary, treasurer; J. L. Gardenier, collector.

The rail road company have built here, for the accommodation of an immense and rapidly increasing trade, a wharf about 3000 feet long, and two freight houses, one 35 by 600 feet, and another 35 by 100. During the last season, they have completed a grain elevator, 60 by 90 feet, and 70 feet high, for unloading grain from vessels, and loading upon cars, and with ample bins for the storage of grain. They have also completed a passenger depot, 50 by 200 feet, including a hotel, and are extending their improvements as the wants of trade, and the increase of business demand. There runs between this rail road and the Michigan Central, a line of propellers, consisting of the Bay State, Capt. A. Reed; Northern Michigan, Capt. J. M: Green; Jefferson, Capt. D. H. Dixon; Hercules, Capt J. Bost-