

between 1815 and 1829, is by continuing the error to 1829, which had been included in the preceding years.

But we want the returns of 1830 and 1831, to exhibit the prosperous state of the coasting trade, during which periods it has rapidly advanced, and during the year 1831, more vessels for the foreign and coasting trade have been built, than in any year since the adoption of the constitution.

This great change has been effected in the coasting trade, by the extension of manufacturing, viz. *ships and brigs* have been required, instead of *schooners and sloops*, to transport cotton, rice, tobacco, flour, and the other great staples of agricultural industry, from the Southern to the Middle and Northern States, and to convey the products of manufacturing and mechanical industry of the latter to the former.\* The freight paid for cotton from New Orleans to Boston, the last year, 1831, for the supply of the factories of Lowell, only, was over 52,000 dollars. The number of vessels employed, including the repeated voyages, which entered into and departed from each State and territory during the year 1830, was 4,745; whose tonnage entered was 965,227, and the departed 971,760, employing 43,756 seamen. This can only include such vessels as are actually required to enter and clear at the custom houses; therefore, does not present more than half that trade.

## B.

*Chronological Table of the values of Real Estate in the city of New York, during two commercial periods, of seven years each.*

1st Period.—Foreign Commerce, regulated by the Tariff of 1816.

1817, Real estate, assessed at	-	-	-	\$57,799,435
1818, " "	-	-	-	59,846,185
1819, " "	-	-	-	60,490,445
1820, " "	-	-	-	52,063,858
1821, " "	-	-	-	50,619,820
1822, " "	-	-	-	53,331,574
1823, " "	-	-	-	50,184,229
1824, " "	-	-	-	52,019,730
Decrease in seven years,	-	-	-	\$5,779,705

2d Period.—Internal Commerce with the Western States.

1825, (Erie Canal finished)	-	-	-	\$58,425,395
1826, " "	-	-	-	84,803,050
1827, " "	-	-	-	72,617,770
1828, " "	-	-	-	77,139,880
1829, " "	-	-	-	76,935,580
1830, (Part of the Ohio Canal finished)	-	-	-	87,603,580
1831, " "	-	-	-	95,716,485
Increase in seven years,	-	-	-	\$43,708,765

## C.

*Report of the Committee on the Manufacture of Wool.*

The committee, directed by the Convention of the friends of Domestic Industry, convened in New York, in October last, represent to the permanent committee, that the committee on the manufacture of wool forthwith issued circulars, with various interrogatories, to the manufacturers of wool, in the several States represented in the convention; that they have as yet received but partial returns, and ask leave of the permanent committee for further time to complete their report. It is much to be regretted, that the requisition of the permanent committee cannot earlier be complied with, in submitting the actual returns; but, when it is considered over what an extent of country these inquiries reach, it is not surprising that information of such magnitude should require more time for the actual returns. From information already received, and from calculations based upon that information, the committee are justified in submitting the following as general results; in thus doing, they, with much confi-

\* The consumption of the coal of Pennsylvania, in the Northern ports, has required a vast increase of the coasting trade, and the demand for mackerel and other fish, in the Middle and Southern States.

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225,184.20  
260,751.60  
280,166.24  
208,958.70  
324,699.17  
336,565.88  
389,163.02  
428,111.77  
534,190.83  
620,607.78  
741,391.87  
818,490.57

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1,454.70  
  
6,315.74  
8,138.12  
7,692.71  
6,797.81  
8,490.57

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