

PRODUCTION AND CONSUMPTION OF SUGAR.—The whole production of the sugar-growing countries of the world, in 1844, is set down at 778,000 tons, of which 200,000 tons were furnished by Cuba alone. In the following year, Cuba produced only 80,000 tons, but the increase from other sources was so great, that the total produce amounted to 769,000 tons, which was very little short of that in 1841. The consumption of sugar in the whole world is estimated at 840,000 tons, of which the United Kingdom consumes about 250,000; the rest of Europe, 425,000; the United States of America, 150,000; and Canada, and the other British colonies, 15,000. The growth of the United States does not exceed 100,000 tons, or about two-thirds of the consumption, and the deficiency is supplied by maple-sugar and foreign importation. The difference between the total production of tropical sugar and the consumption of the whole world, is chiefly made up by the manufacture of sugar from beet-root, which now annually extends to 80,000 tons. The surplus stock held in Europe at the end of each year, has been about 130,000 tons; and, notwithstanding the necessity of keeping a large surplus is diminished by the increased celerity of communication, it is considered that a stock of 130,000 tons, upon an annual consumption in Europe alone of 675,000 tons, is not more than a moderate provision against the vicissitudes which attend the growth of the article.

LEAD MINES AND TRADE OF THE WEST.—Dr. Owen, who has been appointed by the Government to make an examination of the mineral lands of Iowa and Wisconsin, states, as the result of his inquiries, that the region produces at this moment nearly as much lead as the whole of Europe, with the exception of Great Britain, and that it has indisputable capacities of producing as much lead as all Europe, Great Britain included.

The arrivals at New Orleans, annually, have been as follows, viz:

1828,	pigs, 183,712	1838,	pigs, 251,733
1829,	146,203	1839,	295,634
1830,	251,805	1840,	317,596
1831,	151,251	1841,	434,467
1832,	122,933	1842,	473,556
1833,	180,662	1843,	571,946
1834,	203,100	1844,	639,269
1835,	251,773	1845,	732,125
1836,	295,644	1846,	785,494
1837,	244,090		

The lowest price paid for lead sold in New York, within ten years was 2½ cents, twelve months' credit, and the highest 8 cents, sixty days; the former in 1830, and the latter in 1838.

MANUFACTURE OF RAILROAD IRON IN THE UNITED STATES.—It is stated in the *Miners' Journal*, that during the year 1844, the first bar of railroad iron was manufactured in the United States. We also learn, from the same source, that the following establishments are in operation, or almost completed:—

Names.	Location.	Tons per annum.
Montour Iron Company,.....	Danville, Pa.....	9,000
Wyoming,.....	Wilkesbarre, Pa.....	9,000
Trenton,.....	Trenton,.....	9,000
Mount Savage,.....	Maryland,.....	9,000
Providence,.....	Providence, R. I.....	9,000
Hunt,.....	Philadelphia, Pa.....	6,000
Great Western,.....	Pittsburgh, Pa.....	6,000
Seibert & Wauwright,.....	Philadelphia, Pa.....	6,000
Grey,.....	Boston, Mass.....	9,000
Phoenixville,.....	Phoenixville, Pa.....	9,000
Trenton,.....	Connecticut,.....	6,000
Fall River,.....	Connecticut,.....	9,000
Moore & Hoven,.....	Norristown, Pa.....	6,000
Ellicott's,.....	Baltimore, Md.....	6,000
Yarmouth,.....	Yarmouth, Mass.....	5,000
Lackawanna,.....	Luzerne County,.....	6,000

Total Tons,.....119,000

The *Miners' Journal* adds:—

“Of the above-mentioned works, all are in operation, except four or five, which are now in process of construction, and nearly finished. It will be seen that they are of sufficient capacity to make 119,000 tons of railroad iron per annum, equal to 2,258 tons per week, or 332 tons per day. For a mile of railroad, with a heavy track, about ninety tons of iron are required. It will be seen, therefore, that iron enough can be manufactured in the United States to lay four miles per day, or twelve hundred miles per year. When we reflect that only two years have elapsed since the first ton of railroad iron was made in this country, it seems almost incredible that so much has been accomplished in so short a time.

“In producing the amount of railroad iron mentioned above, 300,000 tons of iron ore are used. It is impossible to state accurately the number of hands employed in manufacturing the iron from the time the ore is dug until the rails are finished at the rolling mill. Many thousands, however, are engaged in this department, and its prosperity is intimately connected with that of a large portion of the laboring classes in the State, and while it is estimated that five tons of coal are used in the manufacture of every ton of railroad iron, giving an aggregate of 595,600 tons of coal used for this purpose, nearly all of which is anthracite, the fact is sufficient to show the important relation which this branch of the iron business holds to the anthracite coal trade of Pennsylvania, and how disastrous would be the effects upon that trade, if these establishments should, from any cause, be compelled to suspend operations.”

IRON TRADE, &c. OF GREAT BRITAIN.—The exports of British iron from the United Kingdom in the year ending the 5th January last, were, 77,361 tons of pig, 153,882 tons of bar, 10,269 tons of bolt and rod, 22,236 tons of cast, 1,919 tons of wire, 2,374 tons of anchors, grappels,

&c., 11,738 tons of hoops, 6,463 tons of nail, 56,161 tons of all other sorts (except ordnance), 2,250 tons of old iron for manufacture, and 7,015 tons of unwrought steel. Prussia, Germany, the United States, Russia, and the British North American Colonies, are the best customers. The quantity of British hardwares and cutlery exported from the United Kingdom in the 5th of January last, was 20,754 tons, and the declared value £2,182,999. The United States of America took by far the largest quantity, the value being £719,321. The British North American Colonies received to the amount of £200,475; Germany, of £159,459; the British territories in the East Indies, of £119,896; and the British West Indies, of £80,483. The value of the British machinery and mill-work exported from the United Kingdom in the year ending 5th January last, was £904,961.

EMIGRATION FROM GREAT BRITAIN AND IRELAND.—The total number of emigrants in 1845, was 93,501; in 1844, it was 70,686. The emigration in 1845 exceeded that of 1844, by 22,825. The amount of emigration in 1845 exceeded the amount in any one year since 1825, (inclusive,) except 1832 (103,140 emigrants); 1840 (90,743); 1841 (118,592); and 1842 (128,344.) In 1843, the yearly total sunk from the last mentioned enormous sum to 57,212, but has since been steadily increasing again. The increase in 1845 over 1844, is principally in the emigrants to the United States and the British North American Colonies. To the former there emigrated, in 1844, 43,660 persons; in 1845, 58,538 persons; the emigrants to the latter amounted, in 1844, to 22,926, and in 1845, to 31,803. The emigration to the Australian Colonies decreased; in 1844, it was 2,229; in 1845, only 830. To the Cape of Good Hope there was an increase from 161 in 1844, to 496 in 1845. Emigration from the United Kingdom to the West Indies has also increased, from 596 in 1844, to 851 in 1845.—Of these emigrants, only 5,604 were cabin passengers.

THE PORTLAND RAILWAY.—We are happy to find that the suggestion we threw out in our last number, as to paying interest upon the capital stock of this Company as paid in, at the rate of six per cent. per annum, in semi-annual dividends, has been promptly adopted by the shareholders. We congratulate the Company on this decision, and we trust the Legislature will promptly and unhesitatingly grant the alteration in the Charter which it is understood to require before the decision can be acted upon.

COPPER MINE SPECULATIONS.—The following extract, from Mr. Evans's General Agricultural Report for 1846, gives, we fear, too true a statement of the tendency of the public mind in this country:—

“The last year has opened, in Canada, a new object of speculation—the mines on the shores of Lake Superior; and, as an individual, I regret exceedingly that skill and capital is likely to be applied to work, or seek for, the mines in the Far West, while the state of agriculture at our doors, and at the very boundaries of our fine city, is neglected; and not a dollar would be expended to promote the improvement of agriculture, though there is a thousand chances to one that the general improvement of the surface of our naturally fine lands would promote general prosperity more than the most successful working of mines under ground. There is not any objection to working mines, if they are likely to be profitable, but, from my own experience, I know that almost any speculation would rather meet the countenance and support of the wealthy and educated classes of this community than any general plan for the improvement of agriculture.”

GENERAL, PROVINCIAL, AND LOCAL INTELLIGENCE.

The newspapers present scarcely anything of interest. The English mail, which sailed on the 5th, is now due, and is hourly looked for. Lord Elgin will, it is expected, arrive by it, and his presence will doubtless impart some spirit into the jaded political controversies on Responsible Government, &c., now being carried on.—The citizens of Quebec are proceeding with the scheme of an electric telegraphic communication with Halifax with great spirit, and a large portion of the stock is already subscribed for.—The packet ship *Rochester* arrived at New York on Sunday last, bringing three days' later intelligence from Europe. The most important item, in a commercial point of view, is a further advance in the price of bread-stuffs of from 2d. to 3d. per 70 lbs: Indian-corn is quoted at 6s. per quarter;—a most enormous price, and entirely occasioned by the temporary scarcity of the article.—Both in Ireland and France, riots, occasioned by the high price of food, are spoken of.—The public mind has been for the last week strongly directed towards the war in Mexico. Reports had reached Washington that Santa Anna, who was understood to be at San Luis de Potosi with his army, was advancing in strong force on Santillo, where he would find the American force much weakened by detachments; and if an engagement then took place, the result would be critical. It would appear, however, by later advices, that this report is incorrect, and that Santa Anna is still at San Luis with the main body of his army.—The weather for the last two or three days has become very cold, and the crossing is now good in front of the city. At Quebec the thermometer has been from 15 to 17 degrees below zero, and on Thursday last the mercury must have fallen, we should imagine, as low in Montreal.