

Seamen's wages have advanced from \$15 to \$18 per month, with small stores. The following is a table of the progress of ship-building, and the disposition of the tonnage in the United States, for a series of years:—

Year	SHIP-BUILDING IN THE U.S.—REGISTERED VESSELS.					ENROLLED TONNAGE.			
	Tons built.	Built to order.	Lost.	Tons at sea.	Tons in service.	Built.	Lost.	Comer'd.	Inc'ed.
1823....	46,716	14,077	10,060	9,802	4,270	52,659	7,102	2,007	43,548
1829....	28,876	14,093	12,780	8,164	6,161*	48,221	4,912	3,200	40,018
1830....	21,242	10,068	12,545	9,108	10,558*	36,811	5,205	2,345	29,280
1831....	45,730	9,750	17,410	7,398	11,230	40,241	6,361	1,571	32,308
1832....	72,952	6,083	18,901	4,906	43,051	71,550	5,694	1,970	63,891
1833....	79,979	2,932	11,514	3,164	65,367	68,617	3,880	2,071	62,694
1834....	52,632	4,725	8,217	3,402	56,677	65,707	3,097	1,727	60,882
1835....	46,645	10,509	14,801	4,524	16,810	60,682	4,309	1,311	61,301
1837....	42,343	9,916	18,189	6,858	8,279	80,643	6,176	2,987	71,478
1838....	41,850	5,385	17,440	3,416	15,586	71,275	4,165	2,042	65,067
1839....	55,065	5,768	16,668	4,811	27,816	65,922	4,445	3,284	58,193
1840....	56,121	13,837	22,547	5,761	13,986	62,187	8,858	4,316	49,012
1841....	64,302	12,713	14,321	4,246	33,020	54,591	5,346	1,445	47,795
1842....	54,632	7,769	18,228	5,879	22,654	74,551	10,191	5,696	63,763
1843....	27,275	8,818	15,606	4,035	1,455*	36,342	7,426	2,648	25,882
1844....	38,021	7,227	11,191	3,869	16,633	64,616	7,082	4,107	53,426
1845....	60,360	8,022	16,236	4,328	32,373	85,057	5,304	2,951	76,465

\* Decrease.

The year 1843 is for nine months only. From 1841 to 1844, inclusive, the decline in registered tonnage built was very marked. In 1841, there were vessels built here for the Russian and Mexican Governments, which increased the tonnage reported in that year. The year 1846 will show a return of building, and also of sales to foreigners, far in advance of any former year.

**RAFTS—WELLAND CANAL.**—Notice has been issued from the Inspector General's Office, to the effect that no Rafts of larger dimensions than twelve feet wide, one hundred and thirty-five feet long, and drawing more than five feet water, shall be permitted to pass through this Canal, from Donville to Thorold; from Thorold to Port Dalhousie, however, Rafts will be permitted to pass down double the above width, that is, twenty-four feet wide.

### ENGLISH NEWS.

Since our last, two of the sailing packets have arrived at New York, bringing seven days later intelligence. The latest date is from Liverpool to the 21st ult. The commercial news is important. American sweet free flour in Liverpool, on the 19th, was quoted at 40s. to 41s. The sales for the three previous days had been 30,000 barrels. Indian corn was 1s. to 2s. lower. Money was becoming more scarce in consequence of the amount of specie exported for breadstuffs. Trade in the manufacturing districts generally was dull.—The commercial news from this country, carried out by the *Cambria*, was regarded in England as favourable as to the amount of breadstuffs available for export, but unfavourable as to prices and the exchanges. In consequence of the high rate of freightage and the exchange being against England, prices, it was thought, must advance, or great losses be sustained.—The Queen had appointed the 24th of March to be observed throughout Great Britain and Ireland as a day of Fast and Humiliation, in consequence of a "grievous scarcity and dearth of divers articles of sustenance and necessaries of life."—In consequence of the temporary suspension of the navigation laws, many foreign vessels have been chartered for grain ports; and others—Dutch, Russian, and Norwegian—have arrived in ballast, in search of engagements for the American provision trade.—The state of Ireland does not seem to improve, though great efforts are making to pour food into the country. The Cork Reporters say that in three consecutive days, no less than 45 vessels arrived in that harbor laden with grain. The markets were well supplied with Indian corn, which has generally declined in price, as well as other kinds of breadstuffs. All the accounts agree that the distress in Ireland and suffering of the people are unmitigated, and surpass all that the imagination can picture.—Mr. O'Connell still continues in a very low state, and has been ordered by his physicians to the South of Europe.—The reports from the Continent are that the weather is magnificent, and most favourable for the growing crops.

### LOCAL, PROVINCIAL, AND GENERAL INTELLIGENCE.

The first attempt at navigating the Hudson from New York to Albany, this season, was made on the 9th, when two vessels the *Columbia* and *Commerce* arrived within three miles of the city, and attempted to force their way through the ice. The *Columbia* was, however, speedily compelled to give up the unequal contest and retired to Hudson; the other succeeded in getting up the next morning. Since then, the boats have been regularly running.—The *Quebec Gazette* of the 12th, has the following: Two batteaux arrived here this morning from Coudres Island, laden with oats and provisions.—At Kingston the harbor is clear of ice, but from the appearance of things both here and there, there is very little hope of the early opening of the navigation.—At Toronto, steamers have made their appearance, and the royal mail line was expected to be in motion in the course of a few days.—The *St. Catherine's Journal* states that the water in the canal has nearly attained its level, and the navigation was to be resumed on the 10th. Lake Erie is yet in a great measure closed.—A new liberal paper to be called the *Progress*, is about to be started at Woodstock.—It is proposed to establish a new bank in Quebec, with a capital of £300,000, in shares of £25 each, under the title of the "District Bank of Quebec."—A pamphlet has been published "on the mineralogical character of the Seigneurie of Rigaud, Vaudreuil, District of Quebec, Lower Canada." It appears that gold has been found in a stream falling into the Chaudière

from this Seigneurie, and that the character of the rocks is the same as of those of North Carolina.—The *Pilot* announces that the Provincial Parliament will be summoned to meet for the despatch of business on the 4th of June next.—At the General Meeting of the Subscribers to the Exchange and News Room, held on Wednesday, Messrs. David Torrance and James Gilmour were elected members of the Committee of Management, in place of Messrs. L. H. Holton and W. B. Cumming, resigned.—The New Brunswick Legislature has passed a Bill to encourage the raising and dressing of hemp in the Province.—The *Quebec Gazette* states that among the recent contemplated improvements the Roman Catholic inhabitants of Près-de-Ville and the Lumber Coves in the Banlieue, are engaged in obtaining a Chapel on the town side of the toll gate on the bench road.—Upper Canada papers whilst stating that Mr. Justice Hagerman's health is improving, announce the dangerous illness of W. H. Blake, Esquire, a leading member of the liberal party.—Intelligence has been received at Washington of the capture of Vera Cruz, and the Castle of San Juan d'Ulloa, by the American forces under General Worth. The troops were disembarked on the 9th, and the surrender took place on the 27th. The whole of the garrison, consisting of 4,000 men and 63 superior officers became prisoners, and were dismissed on parole. By this victory the way is open for a union of the army of General Worth with General Taylor, and after that an easy march to the Mexican capital.

### TO THE PUBLIC.

With the first of the ensuing month, the year of the *Economist* will expire. Before that time it is probable that the Free Trade Association will make known to the public the steps that have been taken by them for the dissemination of their views, and the success that has attended their efforts; but, availing that Address, it is desirable that immediate exertions should be used by the friends of the cause to increase the circulation of the *Economist*, and so widen the influence that it is believed that it is the means of exercising on the community. There is no reason why the circulation of the *Economist* should not be much greater than it is at present; and, with a very little exertion on the part of our friends, we are quite sure it could be made so. It should be remembered that it is not with a view to profit that the *Economist* is kept up. On the contrary, it entails a considerable pecuniary loss on those by whom it is supported, and who are solely actuated by public views.

Our Agents in the country will be pleased to use their influence to obtain subscribers for the ensuing year, and renew those subscriptions about to expire. We shall continue to send copies as usual to those now on our list, until desired not to do so.

Another means of aiding the *Economist* is by sending it communications. As the only paper in the colony devoted entirely to the interests of the mercantile community, it has a direct claim on all mercantile men, who are invited to make use of its columns. Hitherto we have received but feeble aid in this way. The number of chance contributors has been but small, and the labor has fallen almost entirely on the gentlemen who first took up the task. This should not be. There are, we know, a great many persons in every portion of the Province interested in the success of Free Trade who can write, and write well. Why do not these gentlemen now and then lend us a hand? We want the *Economist* to be a record of the commercial wants of the Colony, and everything connected with the interests of the mercantile and industrial populations will be gladly received into its columns.

Another means of lending support to the Free Trade journal is by making use of its advertising columns. We need scarcely refer to the advantages it offers as an advertising medium. Supported by the mercantile community, it is widely read by the class to which advertisements are generally directed.

We trust that these remarks will induce our friends to exert themselves at this moment and so help the *Economist* well on through the second year of its existence.

### THE MARKETS.

NEW YORK. 10th April, 1847.

**ASHES**—Pots have further advanced: sales at \$1 93 to \$5, and Pearls at \$6 25.

**FLOUR**—The stock here is estimated at 10,000 brls. Sales for consumption at \$7 50 for New Orleans, \$7 03½ for Michigan, and \$7 75 for Genesee. Sales for future delivery continue to be made, say for May \$3 62½ to \$6 75, for June and July from \$5 75 to \$6 25, and for August \$5 62½ to \$5 75. Rye Flour \$1 87½. Corn Meal \$1 76.

**GRAIN**—Wheat, to arrive in May, \$1 55 for Genesee. Rye 90 cents. Barley 75 cents. Oats 43 to 46 cents. Corn continues in active demand: for delivery in May and June \$3 to 86 cents, and 145,000 bushels in June and July at 75 to 78 cents.

**PROVISIONS** are quite firm. Stock of old Mess 2000 brls., and of Prime 7000. Sales of former \$14 75 to \$15 25, and latter at \$12 75. New Mess \$16 to \$16 25, and New Prime \$13 75. New Thin Mess for shipment \$17. and Prime Mess \$16. Mess Beef \$12 50. Lard 10 to 10½ cts.

**TALLOW** is scarce, and in demand at 9 cents.

**FRIENTS**—Flour to Liverpool and London, Gs. 6d. to 7s. Grain 22d. to 24d. with downward tendency.

**EXCHANGE**—Nothing doing in Exchange since our last report.

MONTREAL. Friday evening, 16th April.

**ASHES** are nominal at 27s. 6d. for both Pots and Pearls.

**FLOUR**—During the week several large sales were made at 35s. 6d. and 31s. 6d. for Superfine and Fine, for delivery during May, and up to 10th June; but since the news of yesterday, prices are less firm, and the market is dull.

**GRAIN**—We have no sales of Wheat to report since our last. We quote Lower Canada Red at 6s. 3d., and Upper Canada Mixed at 6s. 9d. to 7s. 3d. Peas have been placed at 5s. 9d., but 5s. 6d. may be quoted as their value to day. We quote Barley at 3s. 7d. to 3s. 9d.

**PROVISIONS**—A sale of 109 brls. Mess was made at \$18. Prime Mess and Prime were also placed at \$15 and \$13. Beef nominal at \$10 and \$12 for Prime and Prime Mess.

**EXCHANGE**—Private Bills, 90 days, 5½ to 5¾ per cent premium. Bank rate 6½ per cent premium on London; on New York, 2½ per cent.