

From the N. Y. Shipping and Commercial List.
FLOUR AND WHEAT.

Below will be found a statement of the Receipts of Flour and Wheat at the Port of New York, and the Exports to Foreign Ports, from Jan. 1 to Dec. 31, inclusive, for the years 1845 and 1846. The increase in the import of Flour this year, it will be seen, is 585,237 bbls.; and of Wheat, 1,060,428 bushels. The increase in the exports is 723,908 bbls. Flour, and 1,172,702 bushels Wheat. The whole has been compiled with much care, by Mr. Charles Powers, commis on merchant, 29 Coenties Slip.

Receipts of Flour, at New York, from January 1 to December 31.

From—	1846.	1845.
Hudson River, barrels,.....	2,280,633	1,700,198
New Orleans, ".....	70,043	87,701
Southern ports, ".....	197,715	175,257

Total for the year, "..... 2,548,396 1,963,159

Increase in 1846, "..... 585,237

Receipts of Wheat at New York, from January 1 to December 31.

From—	1846.	1845.
Hudson River, bushels,.....	1,172,616	289,089
New Orleans, ".....	401,365	83,937
Southern ports, ".....	94,212	234,799

Total for the year, "..... 1,668,253 607,825

Increase in 1846, "..... 1,060,428

Exports of Flour from New York, from January 1 to December 31.

From—	1846.	1845.
January 1 to November 30, barrels,.....	960,534	367,243
December 1 to December 31, ".....	232,894	102,277

Total for the year, "..... 1,193,428 469,520

Increase in 1846, "..... 723,908

Exports of Wheat from New York, from January 1 to December 31.

From—	1846.	1845.
January 1 to November 30, bushels,.....	1,200,598	245,663
December 1 to December 31, ".....	276,758	58,991

Total for the year, "..... 1,477,356 304,654

Increase in 1846,..... 1,172,702

ROCHESTER FLOUR MANUFACTURE AND TRADE.

The Rochester Daily Democrat furnishes the following statement of the quantity of flour shipped East from the city of Rochester, on the Erie Canal, for three seasons, as follows:—

	1844.	1845.	1846.
April,.....	25,044	41,925	26,071
May,.....	36,520	43,519	67,404
June,.....	27,741	34,069	42,596
July,.....	31,870	41,159	37,869
August,.....	56,238	52,218	51,437
September,.....	66,592	73,751	90,655
October,.....	80,658	129,199	104,839
November,.....	75,801	102,473	129,450
Total,..... lbs.	409,378	612,318	640,232

The increase of the shipments in 1846 over 1845, is 21,814 barrels; over 1844, 139,854 barrels. The quantity sent forward by railroad before the opening of navigation and the amount that will go forward between the 1st of December and the 1st of January, together with the quantity consumed by 27,000 inhabitants, will show an aggregate of over 600,000 barrels manufactured in Rochester during the year.

The following is an extract from the message of Governor Young to the Legislature of New York, respecting the enlarging of the Erie Canal. The allusion to the trade of the West, and the fear which is expressed that that trade "may seek other channels," ought to act as a stimulus to our Legislature, and induce them to abandon every kind of obstacle to the free importation of United States agricultural produce. This is the only way to make our canals yield a revenue, and lighten the national burthens. If it is not done, the time will arrive when enough will not be derived from the canals below Kingston to pay the expenses of lock-keeping, much less the interest of the debt. What the consequence will be to the Canadian agriculturist, we need scarcely point out. He is evidently approaching a period when he will require all the assistance that legislation can afford him to maintain his ground against foreign competition, and what will be his state if he has to do this with an enormous debt, uselessly incurred, hanging about his neck? If the proper policy be pursued, on the other hand, he has nothing to fear. More—far more than the interest of the debt can be collected from foreign farmers by the admission of their products and vessels free. Which policy, then, will he select?

EXTRACT FROM GOVERNOR YOUNG'S SPEECH.

"The propriety of completing the enlargement of the Erie Canal is a matter about which there can now scarcely be said to be any diversity of opinion. The products of the great West, annually augmenting to an extent almost incredible, must seek a market through other channels unless the capacity of this canal shall be increased at an early day. Any argument, based upon an estimate of the amount to be transported and

the capacity of the canal running through the whole season of navigation, will be found fallacious. The great demand upon this canal occurs in the months of October and November, and such must always be the case. During a portion of that time the canal is taxed to the extent of its capacity, and the delay and expense resulting from the crowds of boats that are struggling toward the tide-water, and the absence of competition consequent upon a knowledge of this condition of the canal, render the cost of transportation enormous. This expense is all or nearly all paid by the farmer; practically it is taken from the price of his products. If it cost twenty cents to get a bushel of wheat to a market where it is worth a dollar, the farmer will receive but eighty cents at home. If the Government, without prejudice to other interests, can reduce the expense of getting to market to ten cents, and neglects to do so, what answer can it give to the farmer?"

ELECTRIC TELEGRAPH FROM QUEBEC TO HALIFAX.

We observe with much pleasure the enthusiasm manifested by the citizens of Quebec on the subject of the ELECTRO-MAGNETIC TELEGRAPH to Halifax, and we shall only express the hope that the all-important object of obtaining from Halifax for the whole of this continent the earliest summary brought by the mail-packets, may be effected. We are quite sure that the citizens of Montreal will be desirous in every way to cooperate in the furtherance of so truly national an undertaking, and we are glad to find that a contradiction has been given to some remarks reported as having been uttered at the Quebec meeting, and which were calculated to excite a different feeling. We may further add that a number of the leading merchants have been appointed Directors of the proposed Company, and that the whole portion of the Quebec stock has been taken up. This is, indeed, a promising commencement.

GENERAL, PROVINCIAL, AND LOCAL INTELLIGENCE.

The Montreal Courier says, that a new and more favorable route has been discovered between Burlington and Ogdensburgh. This line in leaving Burlington is to run along the south side of Lake Champlain until it reaches St. Albans,—from thence through Hog Island and St. Albert, in a direct line to Rousse's Point, where every facility is found for the construction of a permanent Bridge across the Richelieu; the line then pursues its course through a level tract of land a little to the south and parallel with the divisional line 45, passing through the thriving village of Malone, and from thence taking the direction up on the borders of the St. Lawrence to Ogdensburgh.—The Telegraph communication is now open between Toronto and Queenston—Mr. Alex. Vattemare—whose name is familiar to our readers—is again about to visit America, the French Government having appropriated six thousand francs to pay his expenses. He will bring many valuable books for the several states, cities, &c. &c.—A verdict of 1500 dollars has been awarded in a District Court in the United States, in favor of a sufferer by a steamboat explosion. In Canada "blowings up" are taken more quietly, and are not so expensive to the parties in fault.—The Post Master of the United States has issued orders for the examination of newspapers, &c., to see if they contain any writing. In case they do, they are to be charged with letter postage; or the party sending will be proceeded against for the penalty of five dollars.—The House of Representatives at Washington have refused to pass a Bill levying an additional duty on tea and coffee, as a means of carrying on the war. In the meantime, President Polk has applied to Congress to sanction the appointment of a General Officer, to take the command of all the military forces in the field.—The operations of the army in the south are confined to petty expeditions against the enemy, productive of no important results.—His Excellency Lord Cathcart has contributed £25 to the Association for the Relief of the Poor of the Church of England.—The Artists of Montreal have opened a public exhibition of their paintings this week, being the first attempt at a Native Arts' Union.—At a public meeting held in the New Market on Tuesday, a Congratulatory Address to Lord Elgin, of a non-committal character, was adopted without any discussion.—The communication with the other side of the river is still incomplete; though parties have for some days crossed at *Bout de l'Isle*.

THE MARKETS.

MONTREAL. Friday Evening, 15th Jan.

We can hear of no transactions in Produce, beyond mere retail sales. Very little Grain has yet come to market. From the firmness in Provisions in the New York market, the expectations of holders here have somewhat advanced. A lot of Hogs, averaging 260 lbs., brought 25s. 6d. per 100 lbs.

FREIGHTS IN NEW YORK—7th Jan. 1847.

To Liverpool—Flour, 5s. stg. per brl; Beef and Pork, 6s.; Grain, 18d. to 19d. per bushel; Heavy Goods, 50s. per ton.

To London—The same as above.

Exchange on London—5 to 5½ per cent 60 days' sight.