MISCELLANEOUS STATEMENTS OF THE COMMERCE AND NAVIGATION OF THE AMERICAN TOWNS ON THE LAKES.

The present trade of the inland seas of America, according to a statement in the Buffalo Advertiser, is but a fraction, if any, short of being four times the amount of the export and import trade in 1775, of the 3,000,000 inhabitants then living in the thirteen revolted colonies.

According to Pitkin, the foreign trade of those colonies for the six years preceding 1775 was on an average:—

Exports	£ 1,752,142 2,732,036	dollars. 7,779,510 12,130,239
Total	4,484,178	19,909,749

The official records at Washington, as recently stated by Colonel J. J. Abert, of the United States Bureau of Topographical Engineers, show that the trade of our great lakes, was, in 1841—

Rxports	
Total	65,826,023

Notwithstanding the over trading which marked the year 1836, the aggregate of the export and import trade on the lakes that year was only 16,416,354 dollars. Subtract the latter from the amount of the lake trade of 1841, and the difference will be 49,364,668 dollars—an increase of fifty millions in five years! By this ratio, the commerce of the lakes during the present year should exceed 85,000,000 dollars.

In 1819, there was but one steamboat on the lakes.

In 1827, the waters of Lake Michigan were first ploughed by steam—a boat having made an excursion to Green bay.

In 1832, a boat reached Chicago with troops.

In 1833, there were eleven boats on the lakes, which cost 360,000 dollars, and carried that year 61,480 passengers; and with the freight the receipts were 229,212 dollars 69 cents. This season three trips were made to Chicago, and one to Green bay; the amount of receipts was 4335 dollars 39 cents. The time of running from Buffalo and returning averaged twenty-two days.

In 1834, seven new boats came out, which made eighteen in service for the year. Total cost, 500,000 dollars. The amount of the earnings of the boats this year was 238,565 dollars 95 cents. Two trips were made to Green bay, and three to Chicago; and the amount received for them was 6273 dollars 65 cents.

In 1839, the increase of business to Chicago in Lake Michigan, and ports west of Detroit, was so great that a regular line of eight boats ran from Buffalo to Chicago, making a trip in sixteen days.

In 1840, the number of boats on the lakes increased to forty-eight, and the cost

of them was 2,200,000 dollars. The earnings of the boats was 725,523 dollars 44 cents. Rising of 200,000 dollars of this amount was earnings west of Detroit.

In 1841, 525 trips were made from Buffalo to Detroit; eighty-one to the upper lakes, of which seventy were to Chicago, and ten to Green bay. Earnings of all the boats, 767,123 dollars 27 cents. The upper lake boats contributed 301,803 dollars 39 cents to this amount. In 1841, the number of sail vessels was estimated at 550, varying in size from thirty to 350 tons, and the cost of them 1,250,000 dollars, and their earnings at 750,000 dollars. The earnings of British vessels on the lakes is estimated at 150,000 dollars. The earnings of the steamboats and sailing vessels on the lakes in 1841, from the best data we can get at, is—

American steamboats	
Total	1,667,132 27

Lake Tonnage.—According to the secretary of the treasury's report, the enrolled and licensed tonnage in 1841, at the various districts on the lakes, was—

Sackett's Harbour	8,346 230 4,196 9,514	Brought forward Sandusky Detroit	2,642 11,433 470
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The district of Detroit excels any other-Cleveland next.

MISCELLANEOUS Items, illustrating the increase of Trade in the North west, from the Year 1836 to 1841.

DESCRIPTION.	1836	1837	1838	1839	1840		
Lake Erie, steamboats on	45	50	52	61			
,, ,, tons	9,017	10,509	17,429	17,324	I		
,, sailing vessels	211	280	234	225	300		
,, ,, tons	15,030	16,934	16,840	17,799	30,000		
,, total tonnagedo.	24,047	27,448	34,277	85,123	1		
Welland Canal—	,	1			İ		
Wheat passing onbushels		208,242	414,919	864,846	j		
Flour passing onbarrels	••••	6,869	49,082	66,875	1		
Income£.		6,461	3,123	5,706	20,341		
Brie Canal—		3,	1	4,			
Wheat and flour forwarded at Buffalotons	24,154	27,206	57.947	60,082	107.557		
Wheat and flour arrived at Hudson riverdo.	124,982	116,491	133,080	124,883	218,759		
Tolls on wheat and flourdollars	422,002	301,739	380,161	404,525	2.07.00		
Per cent of whole tolls	••••	27	27	202,020	i		
Wheat forwarded at Buffalobushels		450,350	1	l	1,467,904		
Flour forwarded at Buffalobarrels	••••	126,808		1	647,970		
	••••	1	••••	••••	1.395.195		
Wheat arrived at Hudson riverbushels	••••	ļ ····	••••		1,895,135		
Flour arrived at Hudson riverbarrels	••••	••••			1,895,135		
Michigan—		1		1	20000		
Flour shipped from Detroitdo.	••••	••••	••••		76,896		
Flour shipped from Toledodo.	••••	••••	••••	••••	67,600		
Flour shipped from ports on Lake Michigan do.			••••		53,000		
Flour on hand for spring shipmentsdo.			••••		200,000		

Lake Commerce of Cleveland, Ohio.—Statement of the number of arrivals and departures (steam vessels not included) at the port of Cleveland, from the 23rd of March, 1841, when the harbour was clear of ice, to the close of navigation; principal articles of cargo; number of vessels and steamboats belonging to the port of Cleveland, and their aggregate amount of tonnage; prepared by George B. Merwin, collector of customs at Cleveland, Ohio, January 1, 1842.

Whole number of arrivals, 1364; of which 437 were from Canadian ports