

Articles.	Rail, 1892.	Canal, 1892.	Total, 1892.	Total, 1891.	Total, 1890.
Flour, brls.	935,783	51,505	986,888	1,151,421	978,843
Wheat, bushels..	4,092,370	7,082,569	174,939	8,389,687	4,155,970
Corn " ..	28,850	1,783,234	1,812,084	2,130,080	5,302,057
Oats " ..	5,536,818	820,726	6,357,544	1,732,626	1,648,193
Barley " ..	506,259	186,074	692,333	1,352,085	167,996
Rye " ..	52,502	336,272	388,774	2,425,887	282,014
Pease " ..	2,011,843	558,020	2,569,863	2,024,199	1,483,943

The excess of coarse grains, oats, pease, &c., carried by rail, may be due to short hauls and shipments from points where there is no canal competition.

The receipts and shipments in bushels for the last five years were :—

	1892.	1891.	1890.	1889.	1888.
Receipts.....	28,508,007	24,176,289	18,215,063	18,722,865	14,711,465
Shipments.....	24,355,965	18,651,409	13,550,974	15,257,678	10,207,802

In the above flour is converted into bushels of wheat.

The canals of Canada were constructed after the Erie Canal, and their projectors then counted upon some of the splendid financial success of that work. They were begun before the railway era and enlarged at a time when no one foresaw the effect of railway competition. New York at first protected the Erie Canal against that competition by legislation, and it was not until 1851 that the Central was permitted to carry freight without paying canal tolls. Until 1844, railroads paralleling the canals of the state were prohibited from carrying anything but passengers and their baggage. In that year certain roads were permitted to carry freight during the suspension of naviga-