

Statement of the quantity of the following articles passed through the Welland Canal during the years 1854 & 1855—

| | | 1854. | 1855. |
|------------------|-------|---------|---------|
| Wheat, | Tons, | 76,961 | 166,520 |
| Corn, | " | 113,453 | 115,148 |
| Flour, | " | 40,022 | 27,828 |
| Oats, | " | 10,371 | 5,775 |
| Total,..... | | 240,697 | 315,271 |
| Total traffic... | | 767,210 | 849,333 |

Statement of the quantity, in bushels of Wheat and Flour shipped at Buffalo and Oswego by Canal, from 1835 to 1855, inclusive, the Flour being reckoned at five bushels to the barrel.

| Year. | Buffalo. | Oswego. | Total. |
|-----------|------------|-----------|------------|
| 1835..... | 672,427 | 669,067 | 1,341,393 |
| 1836..... | 999,980 | 585,559 | 1,585,538 |
| 1837..... | 1,084,475 | 340,035 | 1,424,510 |
| 1838..... | 2,321,217 | 440,200 | 2,761,417 |
| 1839..... | 2,405,849 | 658,160 | 3,064,000 |
| 1840..... | 4,081,235 | 665,389 | 4,746,604 |
| 1841..... | 4,450,565 | 735,249 | 5,185,814 |
| 1842..... | 4,500,265 | 643,157 | 5,143,422 |
| 1843..... | 6,104,064 | 1,154,909 | 7,258,973 |
| 1844..... | 6,042,004 | 1,895,494 | 7,937,498 |
| 1845..... | 4,946,451 | 2,016,487 | 6,980,928 |
| 1846..... | 10,069,734 | 2,790,036 | 12,859,770 |
| 1847..... | 15,533,117 | 3,766,001 | 19,099,118 |
| 1848..... | 10,182,790 | 3,874,430 | 14,057,270 |
| 1849..... | 9,115,040 | 5,104,997 | 14,057,270 |
| 1850..... | 8,226,847 | 5,575,742 | 13,802,589 |
| 1851..... | 9,199,762 | 6,116,868 | 15,317,533 |
| 1852..... | 9,554,851 | 7,315,424 | 16,870,275 |
| 1853..... | 8,250,638 | 8,783,293 | 17,033,931 |
| 1854..... | 4,252,307 | 1,861,265 | 7,113,572 |
| 1855..... | 7,633,531 | 4,691,662 | 12,325,193 |

It is only a few years since the enlargement of the Welland Canal was completed. At that time it was supposed that its capacity for business was such as to meet the increasing wants of the Western trade, for half a century. This capacity it has already been ascertained, is unequal to the demand for transit, and both the Welland and Erie Canals, with the two great lines of Railway through the State of New York, are taxed very nearly to their utmost. In view of these facts, it is evident that, as the transit