

as are mostly carried by
figures.

A very natural question arises here as to the cause of the annual falling off in the tonnage of that kind of property which has hitherto been one of the most prolific sources of revenue. That the quantity of high-toll goods moving westward, is rapidly increasing annually, cannot be denied. The only reason, then, that the quantity passing by the Canal is decreasing, must be that other modes of transportation are deemed more favourable, as involving less expense, either in time or money, or both. Among other articles of up-freight, such as sugar, iron, steel and merchandize, there has been a slight increase from the figures of 1851, while there has been a decrease in molasses, coffee, nails, spikes, crockery and glassware to a considerable extent. In down freight, in flour, beef, butter, cheese, wool and sundries, there has been a decrease, which is, however, easily accounted for.

It will be seen that the Central Railroad have transported an immense quantity of these articles of produce which have decreased on the Canal. They have carried 75,099 bbls. of flour, nearly 10,000 bbls. of beef, and over 3,000,000 pounds of butter during the year.

BUFFALO AND ROCHESTER RAILROAD.—The following table shows the leading articles carried by the Buffalo and Rochester Railroad going beyond Rochester, and principally destined for Albany and New York, during the year 1852 :—

Flour, bbls.	75,099	Wheat, bush.	8,750
Pork "	4,639	Corn "	3,499
Beef "	8,208	Oats "	
Ashes "	529	Barley "	1,798
Whisky "	4,461	Rye "	2,824
Leather, rolls	3,029	Butter, lbs.	3,018,300
Hides, No.	16,814	Cheese "	563,950
Hogs, live	111,659	Lard "	515,650
" dressed	14,609	Tallow "	49,000
Horses, No.	592	Bacon "	1,383,000
Cattle "	14,607	Wool, bales	19,763
Sheer "	9,440	Pelts "	2,706