At Cleveland, the delivery of Pittsburgh iron and nails, was 11,527,908 pounds; and at Erie, through the Erie Extension Canal, a farther supply from Pittsburg and the Mississippi, of 1,224,000 pounds of iron and nails, and 335,735 pounds of sugar and molasses, all of which went to supply markets which we had heretofore considered *exclusively our own.*

The Canal Board, for the purpose of arriving at the quantity of certain property passing up the canal, has directed the Canal Collectors to make out specific statements. This having only been done this year, no comparison can be made with former years. The returns from the Collector's Office in this city, show that the 45 per cent. reduction caused to be transported the whole distance of the Erie Canal for markets west of Buffalo, of—

On tolls reduced from 9 to 5 mills per 1000 lbs. per mile.

Sugar, lbs.	8,775,662
Molasses,"	5,095,410
Coffee, "	6,734,110
Nails and Spikes, lbs.	2,971,461
Iron and steel, "	4,179,083
Crockery, lbs.	3,943,660
Oysters, "	79,662
General mdze—from 9 to 8 mills. lbs.	57,192,411
Against an aggregate in 1845 of all	88,971,459
at 9 mills per 1000 lbs per mile,	75,426,363
Showing a gain of lbs.	13,545,096

What the increase, if any, has been in the quantity of heavy articles transported, cannot be determined. But this great reduction in the tolls, did, beyond all doubt, secure to our manufacturers, grocers and others, a larger sale of these articles, than would have been the case, had no reduction been made. And the only mode to increase, if not to preserve this business is, to give facilities for western products to reach our markets at as low rates of transport, as it can be done. This can be done only by the