

only so, but supply Western New-York with the same articles; thus making the cities of Albany, Troy and New-York, merely factors to sell western produce, and remit the money to other places, to purchase return supplies. The great increase of steamboats on the Mississippi, required to take the down freight, would cause such competition for up freight, that it would be delivered at St. Louis and Cincinnati from New Orleans, for what was charged on the Erie Canal for tolls alone, from Albany to Buffalo.

These are some of the reasons which demanded a change in our canal policy then, and they have not ceased to operate yet. The pork, lard and corn of the West, are at those points of locality, that but a small difference in the cost of transportation determines whether New-York or New-Orleans shall have them; *time* and *climate* incline to New-York, *cost* determines. A constitutional difficulty existed against reducing the tolls until after the first of July, 1845, and the old rates were permitted to remain until the close of that year.

During the year 1846, a new tariff of tolls was in operation, equal, as the Commissioners say, to an average of 14 per cent. below that of 1845. So strong did the necessity appear, for a great reduction on those articles of up freight which would reach the Lakes from Pittsburgh and the Mississippi, that the reduction made was four-ninths, or about forty-five per cent. That this large reduction was necessary, is proven by the property that did reach the Lakes from the before mentioned sources, in 1846.—At Toledo the Miami Extension Canal from Cincinnati, delivered—

Sugar, lbs	1,290,085
Molasses, "	622,334
Coffee, groceries, and other merchandise, lbs.	542,566