Duties received at this port, for the years—

1861.	1862.	1863.
$22,768.70	$66,500.04	$161,212.79

Second. "Prospects of a remunerative return on capital," etc. The answer to this query may be deduced from the above statistics, and the estimates in the table, page seventeen, of the report of Col. Mason. I may premise, however, that in 1861, as before stated, the Erie Canal was completely clogged with freight; prices of grain were so low that corn was used as fuel within two hundred and fifty miles of Chicago, and had it not been for the competition of the Welland and St. Lawrence Canals, it is impossible to estimate to what figure freights would have risen. Since then, the great demand for Western products to supply the armies of the Mississippi, and in fact also of the seaboard, and the depreciation of our currency, have largely appreciated the prices of Western products, and our people have therefore been prosperous. But when we are again forced to rely upon foreign markets to take our surplus of provisions, cereals, etc., and especially when it is vastly enhanced by the return of our soldiers to industrial pursuits, the vital question will again return, how is this vast surplus to be transported to the ocean?

The best friends of the canal can scarcely hope that a work of so much magnitude can be completed before the year 1875. The table above, taken from the census, shows that the increase for ten years of population, production, etc., in the territory west of Lake Michigan, has been from nearly a hundred to three hundred per cent. The ratio of increase adopted by Col. Mason for every five years, in the table, page seventeen of his report, is only twenty-nine per cent., and his estimate of revenues for the canal, based on these figures, in 1875, is $1,835,037. This sum would pay six per cent. on the entire cost of the canal, $22,200,000, and leave a surplus of half a million of dollars to pay for repairs, operating expenses, etc., of the canal. The subsequent figures, viz.: $2,367,198 for 1880, $3,053,686 for 1885, $3,939,254 for 1890, and $5,081,638 for 1895, he who will study the extent and the resources of the North-West cannot doubt for a moment will be more than realized. The limit of profitable production at the West, owing to the want of adequate facilities of transit to the ocean, is now very nearly reached; but if stim-