

profitably disposed of as *fuel* for the generation of steam power, than by its exportation.

It is computed that the annual product, in Indian corn, of the States of Illinois, Wisconsin, and Iowa, exceeds 600,000,000 bushels, and as the quantity of grain, of all kinds, annually shipped has not yet exceeded 100,000,000 bushels, it is clear that more than 500,000,000 bushels of Indian Corn must find a local market. This vast quantity is consumed, mainly, as food for cattle and swine. There cannot be a doubt that if the cost of its transportation could be so reduced that its cultivation, for export, would pay the farmer, and if a sufficient market for it could be found, these states would soon produce an exportable surplus of 500,000,000 of bushels more.

The construction of the Huron and Ontario Canal will have the effect of reducing the cost of carriage, by water, between the lake ports and Europe from 30 to 50 per cent and if the cost of this valuable cereal can be reduced to the consumer, in Britain or Europe, there cannot be a question or doubt that a market may be found for almost any quantity of it. It is universally acknowledged to be, not only, admirable but *the very best* food for cattle and especially for swine. The population of Great Britain and Ireland may be considered to be about equal to that of the United States, and as animal food enters, at the least, as largely, into the consumption of the former as the latter, it follows that there must be as large a number of animals to be fed and therefore as large a market there for Indian Corn, as in the United States, the only necessary condition being, that it must be supplied at a price sufficiently low to enable it to supersede or compete with other descriptions of food.

It is considered that a price, in Britain, equal to 60 cents of U. S. currency, in gold, would do this, and that all the charges to which it is subject, between the producer and the consumer may be kept within 40 cents, leaving, at the least, 20 cents for the remote producers, while those, nearer to the point of shipment, would realize a somewhat larger return from the saving of inland carriage.

Although cereals constitute very much the largest feature of