

carry it off, and employ a vast amount of labor in a thousand ways, to move it.

How trade through the Erie Canal can be increased, is an important question. Two years ago the Canal Board became satisfied that an entire revision in our canal tariff of tolls was necessary. That the Erie Canal had ceased to be *the* only channel to and from the Western States, to the seaboard. That great reductions in the tolls must be made if we desired to retain the command of the great internal trade of the country. That unless this reduction was made, the ascending trade on our canals would greatly diminish, and although the products of the West might continue to use our canals as a channel to market, the large manufactures in our own State, of iron, steel, nails, spikes and other heavy but cheap articles, requiring cheap transportation to afford any profit to the buyer, as well as sugar, molasses, coffee, dye-woods, hardware and crockery, would cease being purchased from us, for the supply of the Western States. The iron city of Pittsburgh, with her mountains of iron and beds of coal, having a short canal connecting with the lake, upon which the toll and transportation was very low, would supply what our manufactories had heretofore done—the Mississippi lead to the plantations where sugar and molasses were made;—New Orleans lay within a few days sail of the West Indies, where there were more sugar and molasses, and where coffee and dye-woods were grown; and the ships sailing direct from England to New-Orleans for cotton, would carry crockery and hardware on low freight, all of which, would find their way up the Mississippi river and through the different channels opened into the Western States, and supply that great demand which had heretofore been our own; not