

The total movement, on all the State canals, in 1851, was 3,582,733 tons; yielding to the State a revenue, in tolls, of \$3,329,727. In 1851, there arrived at tide-water, from the Erie canal, 1,508,677 tons. There were 40,396 lockages at one lock. Of the above 1,508,677 tons, 254,983 tons were wheat and flour shipped from Buffalo alone. On these canals were employed 4,047 boats, of 283,290 tons capacity.

The net money value of all the property transported on the lakes was, in 1841, \$32,913,011; in 1846, it had grown to \$62,060,000; in 1848, to \$93,000,000; and in 1851, to \$161,000,000. By this it will be seen that nearly one-half of the whole lake trade passed through Buffalo, in 1851. The contemplated enlargement of the Erie canal to about three times its present capacity, and the completion of the numerous lines of projected railway, can not fail to make Buffalo one of the most important cities west of New York.

The commerce of Buffalo for the year 1852, is thus valued:

Property imported by lake.....	\$34,052,798
Property exported by lake.....	52,075,709
Total.....	<u>\$86,228,507</u>

The estimated value of property imported and exported by the various eastern and western railways, added to this, would raise the aggregate to upward of \$100,000,000, being an increase in value, over the previous year, of fully twenty-five per cent.

Six steamers, nine screw propellers, and eight schooners, were constructed during the same year at the Buffalo shipyards, forming an aggregate of 8,610 tons of new shipping.