

It does not state the quantity of corn received, but from another paper I have seen a statement, and find it about equal to wheat, and derived from the same sources and in the same proportion from each. This table gives a strong view from whence the freight is derived, which loads the many ships now leaving New-York for Europe. The article of corn, (by the destruction of the potato crop,) has become an established article of commerce to the old world, and the demand for it will be annually increasing, the better it becomes known. It is a cheap article in the Western States, and raised in immense quantities, and if our Canal was enlarged, tolls reduced, and by these means transportation cheapened, any desirable quantity could reach the sea-board.—The reduction in the tolls last year of about three cents a bushel, caused 1,610,149 bushels to reach tide water in 1846, against 35,803 bushels in 1845. This article alone has given 10,000 bushels freight each to one hundred and sixty ships from New-York. Has this small reduction of tolls on this single article been of no use to New-York foreign commerce? And has it not greatly increased the business of the State, as well as added largely to the revenues? The Commissioners of the Canal Fund, in a recent report, state the gain in revenue to be \$80,000, and to the forwarders \$100,000 in freight.

Other tables published in the New-York papers, show that the exports of agricultural products shipped from that city the first twenty-two days in December, were as follows:—

Flour, bbls.....	149,600
Wheat, bush.....	179,500
Corn, “.....	154,000
Rye, “.....	60,000
Barley, “.....	19,450
Oats, “.....	10,300