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THE

# CITY OF BUFFALO



AND

ITS SURROUNDINGS.

Its Business Facilities and its Advantages as a Place of  
Residence and Summer Resort.

Press of The Courier Company, Buffalo, N. Y.

INCORPORATED 1819.

CHARTER PERPETUAL.

FIRE AND MARINE INSURANCE.

•••  
**ÆTNA INSURANCE COMPANY**

OF HARTFORD, CONN.  
•••

**PAID UP CAPITAL, . . . \$3,000,000**

**TOTAL ASSETS, \$7,000,000.**

**LOSSES PAID IN 61 YEARS, . . . \$51,000,000.**

**E. P. DORR, GEN'L AGENT.**

Office in Ætna Building, first floor, corner Lloyd and Prime Sts., BUFFALO, N. Y.

• MARINE INSURANCE. •

**LORENZO DIMICK,**

GENERAL AGENT OF THE

**Continental Insurance Co.**

Of NEW YORK CITY, and the

**"NEW ENGLAND UNDERWRITERS,"**

COMPOSED OF THE

**SECURITY INSURANCE COMPANY**

Of NEW HAVEN, Conn., and the

**Providence Washington Insurance Company,**

Of PROVIDENCE, R. I.

• Risks taken and Policies issued on Shipments by the Lakes, Southern and Western Rivers, Canals and Railroads.

*Office, No. 35 Central Wharf, BUFFALO, N. Y.*



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ITS BUSINESS FACILITIES AND ITS ADVANTAGES AS A PLACE OF RESI-  
DENCE AND SUMMER RESORT—ITS RAILROADS, ELEVATORS AND  
MANUFACTORIES—ITS SCHOOLS, CHURCHES, PARKS,  
STREETS AND HOTELS—ITS LAKE, CANAL AND  
RAILROAD COMMERCE, AND ITS  
LIVE STOCK TRADE.



BUFFALO:  
PUBLISHED BY WILLIAM THURSTONE.

The Courier Company, Printers, 107 Main Street.

1880.

# BUFFALO BOARD OF TRADE.

CONSTITUTED JANUARY 16, 1844. INCORPORATED MARCH 7, 1857.

## LIST OF TRUSTEES.

*Elected April 13, 1880.*

JOHN B. MANNING,	GEORGE R. TELLER,
NATHANIEL ROCHESTER,	GEORGE B. MATHEWS.
GEORGE SANDROCK,	ALBERT L. LOTHRIDGE,
WILLIS C. JACUS,	CHARLES F. STERNBERG,
SETH G. COWLES,	ROSWELL R. BUCK,
WALTER J. GIBSON,	JAMES W. WHITNEY,
	HENRY C. FRENCH.

## OFFICERS.

<i>President,</i>	GEORGE SANDROCK.
<i>Vice-President,</i>	JOHN B. MANNING.
<i>Treasurer,</i>	NATHANIEL ROCHESTER.
<i>Secretary,</i>	WILLIAM THURSTONE.
<i>Honorary Counsel,</i>	GEORGE B. HIBBARD.

*Finance Committee.*—JOHN B. MANNING, CHARLES F. STERNBERG, JAMES W. WHITNEY.

*Ways and Means Committee.*—GEORGE B. MATHEWS, ALBERT L. LOTHRIDGE, WALTER J. GIBSON.

*Market Reports, Telegrams, etc., Committee.*—WILLIS C. JACUS, NATHANIEL ROCHESTER, HENRY C. FRENCH.

*Appeal Committee.*—ARTHUR D. BISSELL, CHARLES G. CURTISS, THOMAS CHESTER.

*Reference Committee.*—SILAS H. FISH, FRANK W. FISKE, NILES CASE.

*Rooms and Fixtures Committee.*—ROSWELL R. BUCK, SETH G. COWLES, GEORGE R. TELLER.

*Floor Committee.*—BENJAMIN F. BRUCE, M. L. CRITTENDEN, ARTHUR D. BISSELL.

*Flour Committee.*—CONWAY W. BALL, GEORGE URBAN, JR., FRANCIS J. HENRY.

*Grain Weighing Committee.*—EDWIN T. EVANS, JEWETT M. RICHMOND, ROBERT MONTGOMERY, EDWARD GALLAGHER, CHARLES ENSIGN.

*Grain Inspecting Committee.*—GEORGE SANDROCK, EDWARD W. EAMES, CHARLES J. MANN.

*Weighmaster.*—JUNIUS S. SMITH.

*Inspector of Grain.*—JAMES S. MCGOWAN.

*Inspector of Flour.*—JOHN G. HEINOLD.

*Inspector of Provisions.*—JOSEPH W. PHILLIPS.

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# BUFFALO AND ITS SURROUNDINGS.

## THE CITY OF BUFFALO.

BUFFALO for many years has been called the "Queen City of the Lakes," and well merits that proud appellation. It is a port of entry and the capital of Erie county, State of New York, at the eastern extremity of Lake Erie, at the head of Niagara River and at the mouth of Buffalo River, in lat. 42° 53' N., long. 78° 55' W., about 293 miles N. W. of New York city;—with a water front of two and a half miles on the lake and of the same extent on Niagara River.

Buffalo has one of the finest harbors on the lakes. It is formed by the Buffalo River, a small stream, which is navigable for about one mile from its mouth. The entrance is protected by a breakwater, which is 1,500 feet long, upon the south side of the river; and there is also another on the north side, by which a capacious harbor is made. In 1869, the United States Government began the construction of an outside harbor, by building a breakwater, designed to be 4,000 feet long, fronting the entrance of Buffalo River, at the distance of about half a mile from shore; nearly two-thirds of the breakwater is completed. In addition, there are a large number of slips, docks and basins for the accommodation of shipping and canal boats.

The advantages of Buffalo, in a commercial point of view, are obvious. Its location at the foot of Lake Erie, whose waters unite with the Hudson River and the seaboard by the Erie Canal, and the centering of many important railroads in its midst, are a sufficient assurance of a continuance of its present business prosperity and future growth.

The State census returns for 1875, places the population of the city at only 134,573 and of the county 199,570. The estimated population of the city on the first of January, 1880, was 155,000.

The earliest notice of the present site of Buffalo, may be found in the travels of Baron La Hontan. He ascended the Niagara River into Lake Erie, on the fifteenth of August, 1687, more than a hundred years prior to the first settlement of the city. He advised the French Government to build a fort here, and, in anticipation of its construction, named it "Fort Suppose" on the map accompanying his travels.

This fort was intended as a check against the neighboring Iroquois and Seneca Indians. In 1795, La Rochefoucault Liancoht, a French nobleman, says that "at the port on Lake Erie (Buffalo) there was a small collection of four or five houses." On the map of the Holland Land Company's Purchase, drawn in 1800, the present site of Buffalo is designated as New Amsterdam. The village, however, was not laid out and the survey completed until 1804. The first lot sold contained half an acre and brought \$135.00.

On April 2, 1813, the village was incorporated, and in the same year, on December 30th, was burned, with the exception of two houses, by a force of British troops and their Indian allies, who crossed from Canada at Black Rock.

In 1832, Buffalo became an incorporated city, and is now divided into thirteen wards, with two aldermen to each ward. The principal officers are a Mayor, Comptroller, Clerk, Attorney, Treasurer, Park and Street Commissioners, Engineer, Superintendent of Education, Assessors, Overseer of the Poor, Commissioner of Public Buildings, Board of Water Commissioners,

Commissioners of City and County Hall, and Police Justice. For Police purposes the city is divided into precincts. The Fire department is under the management of a Superintendent and assistants.

Previous to 1832 all the schools were known as district schools of the town of Buffalo. The first school-house was erected in 1806 by gratuitous labor and material contributed by the early settlers, and was located at the corner of Cayuga (now Pearl) and Swan streets. The number of public schools in existence, including the Central, January 1, 1880, was 44; number of teachers, 440; average number of pupils in attendance daily, about 15,000; and the amount paid for this department by the city for the year ending December 31, 1879, was \$308,700.57, including salaries, \$280,277.15. The State Normal School and Normal School of Practice is also located here. There are also about forty private academies, colleges and schools, including the Medical Department of the University of Buffalo, a college established for the study of medicine; the Homeopathic Medical Society and the College of Rational Medicine, the Buffalo Female Academy, the Buffalo Classical School, the Heathcote School, St. Joseph's and many other Roman Catholic schools, the Holy Angel's Academy, the Canisius and St. Joseph's colleges. These are all well patronized and are reported to be in good financial condition. It may be well to note that the Central Public School curriculum includes the languages.

The commercial advantages of Buffalo are well known, derived from its favorable relative position with the numerous points from which are drawn its receipts of flour, grain, coal, ore, oil, cattle, hogs, etc., and the ready means for the distribution of these articles by lake, canal and railroads; added to which facilities are the benefits of cheap fuel, an excellent and abundant water supply, rapid elevating and transfer of grain, quick handling of coal, extensive storage facilities and dockage with ample harbor accommodations. The healthy climate, (shown by its vital statistics,) handsome streets and driveways, magnificent park system, its public libraries, art gallery, museum, theatres, hospitals and benevolent institutions of all kinds, churches and fine public buildings, combine to render Buffalo a most desirable resort for the pleasure and health-seeker, and a home for the capitalist and the laboring classes. Its close proximity to Niagara Falls, added to the delightful and romantic lake and river scenery, contributes greatly to its attractions.

The Buffalo street railroads comprise two main lines, one  $4\frac{3}{4}$  miles, and the other about  $3\frac{1}{2}$  miles in length. The branch lines aggregate nearly  $9\frac{1}{2}$  miles of rail.

Buffalo ranks as the third city in the State, but in commercial importance she must be deemed second only to the metropolis. It is no wonder that her citizens are proud of her position and manifold advantages. With very few equals in the world as a grain port, its terminal facilities are very extensive and complete. Grain is received, transferred, stored and forwarded with greater dispatch than at any other port in this country. The river for about a mile from its mouth is lined with immense elevators and floaters, provided with all of the most improved appliances for handling cereals. The transfer of grain cargoes from vessels into storehouses and canal boats prior to 1843, was done by manual labor, being raised from the hold in tubs and bags. In that year Mr. Joseph Dart erected the first elevator ever built for storing and transferring grain, with a storage capacity of 55,000 bushels, and a transfer capacity of 15,000 bushels per day, near the mouth of Buffalo River. Now there are 20 elevators, 6 transfer elevators and 6 floaters, 32 in all, most of which are massive structures costing in the aggregate about \$5,000,000. Their combined storage capacity reaches 6,265,000 bushels, while their daily transfer capacity is 2,500,000 bushels. That is to say, the elevators of Buffalo are capable of receiving from lake vessels and transferring to canal boats and cars nearly 3,000,000 of bushels of grain every twenty-four hours. Much has been said and written against these Buffalo elevators, but the fact that they furnish such excellent facilities to carriers and shippers, insuring quick dispatch and freedom from costly delays, is an advantage that can be scarcely overestimated. These elevators are owned by private individuals, excepting that the New York Central and Hudson River Railroad corporation owns two of the largest, and the New York, Lake Erie and Western Railroad one. Several of these elevators have machinery attached, whereby 60,000 to 70,000 bushels of wet or damaged grain can be dried every twenty-four hours. The grain trade has steadily increased for years. Last season's receipts were the largest on record, aggregating by lake and rail 140,000,000 bushels. The facilities for forwarding this vast amount of grain are as extensive as the terminal facilities.

The capacity of the canal has never been fully tested, and the shipments of 1878, which, were the largest ever reported, and reached 59,000,000 bushels, were forwarded with as little effort as the 36,000,000 bushels shipped in 1875. This fact is accounted for by the deepening and improvement of the canal so as to permit of the passage of boats with increased speed. The canal and railway competition thus afforded always insures cheap rates. The Central and the Erie railroads give much attention to conveying grain, and each moves large quantities received by lake as well as its through shipments. Their tracks run directly into the elevators, so that there is no carting and no handling outside of the elevator. It is no uncommon thing to see a large lake vessel being unloaded and two canal boats and two trains of freight cars being loaded at the same time.

There are four large steamboat lines plying regularly between this port and the ports of Lakes Huron, Superior and Michigan. They are the Union, the Western Transportation, the Commercial and the Anchor lines. Their combined fleets number several first-class steamers, some of which are as large as the average ocean steamships, having a capacity ranging from 2,000 to 2,500 tons. With the completion of the Government improvements in the Detroit River, which are well advanced, the appearance of 3,000-ton vessels in Buffalo harbor will not be an unusual sight. In addition to the vessels of these lines, there is an almost innumerable fleet of steam barges, with consorts, and sailing vessels, many of which are noble ships. With a heavy down movement of flour, grain, iron and copper ore and lumber, and a large and steady up movement of coal, salt and merchandise, Buffalo bids fair to always occupy a front place among the great commercial cities of the continent.

Manufacturing interests are attracting as much attention at present as the other branches of business mentioned. The admirable location for manufacturing and the necessity for diversified industries have induced Buffalo capitalists to invest large amounts of money in furnaces, rolling mills and factories of various kinds. With the lakes stretching to the westward and the canal to the eastward, together with the New York Central, the New York, Lake Erie and Western, the Buffalo, New York and Philadelphia railways leading East and the Lake Shore, the Canada Southern, the Great Western, Grand Trunk and the Buffalo and Southwestern running West, facilities are furnished for shipping manufactured products to all parts of the country, at low rates of freight that are not surpassed by those of any other city in the country. Buffalo, also, occupies a position between the coal and iron fields of Pennsylvania and Ohio, and the iron mines of Lakes Superior and Champlain that is very advantageous. The various kinds of iron ore required to produce the best results and coal and coke are laid down here at minimum rates. Manufacturing has made rapid strides of late years. The stove works located here are the largest in the world. The iron and nail and the malleable iron works, the planing mills, the grape sugar works, the chemical works and fertilizer works are among the largest establishments of the kind in the country.

To these must be added the car wheel works, the marine and other engine works, iron bridge building, the manufactories of water-mains and gas-pipes, chains, mills and mill-furnishing goods, threshing machines and agricultural implements, stamped hardware goods, refrigerators and bird cages; tanneries; boot and shoe and furniture factories; soap makers; pork packing houses; edge-tool and hinge factories; children's and other carriages; organs and melodeons are made extensively, and other industries too numerous to mention; ship-building is also carried on to a large extent.

The wholesale mercantile establishments embrace every kind and the business transacted is immense. The banking facilities are very good, with an aggregated capital of \$2,700,000, and other resources equally large. The last official returns from the four savings' banks show the deposits therein to aggregate \$18,241,569. The three local insurance companies are prosperous and with a high reputation.

The three principal daily newspapers are the *Courier*, *Commercial Advertiser*, and the *Express*; the first named is Democratic, the second and third Republican. There are several German dailies, besides many religious and secular weekly journals.

The total indebtedness of the city on the first of January, 1880, was \$7,416,195.96.

The malting interest is a very important one; twenty-four malt-houses were in operation last year, turning out over 2,000,000 bushels of malt, and the brewers manufactured 500,000 bushels in addition—a total product of 2,500,000 bushels. The imports of barley from Canada during the past season were about 1,220,000 bushels.

In the latter part of the year 1880 two pipe lines will compete for the transportation of crude petroleum from the Bradford oil district, and it is expected that the refining industry of this city will attain large proportions.

The Board of Trade is an important institution. Its rooms are situated at Central Wharf, on the river front. This organization was formed in 1844 and incorporated in 1857. It is expected that in the near future a handsome and commodious edifice will be erected up-town for the meetings of the members.

The East Buffalo live stock trade is of great importance. The yards for the accommodation of all descriptions of stock cover fifty-two acres of ground, are all paved and provided with the requisite sheds to protect stock from the weather and chutes for loading and unloading stock. This business gives employment to a large number of men and boys. Notwithstanding the great competition of rival cities, Buffalo has held its own as a center in the trade. Its present magnitude and recent growth is shown on page 22.

The system of water supply and works is one of the best on this continent and thus far have cost \$3,000,000. The water is brought through a tunnel extending into the middle of Niagara River, thus insuring absolute purity. The construction of this tunnel and its inlet pier was a work of great magnitude, requiring the best engineering skill. The Holly Water Works system is also in use, and further improvements, at a cost of \$250,000, are contemplated.

Another tunnel under the Niagara River, for railroad purposes, is often talked of and its construction is only a question of time, since the great International Bridge is inadequate to the accommodation of all the railroad traffic between Buffalo and Canada. This bridge was opened November 3, 1873, and was built by a joint Canadian and American company, at a cost of \$1,500,000. It is nearly three-quarters of a mile in length, and the construction of the central portion was attended with great difficulty, owing to the rapid current of the river.

Among the institutions in which special interest is taken are the Young Men's Association, with its large circulating library; the Society of Natural Sciences, which possesses a fine museum, free to the public; the Grosvenor Library, another free institution; the Historical Society, the archives of which are full of valuable material relating to the early history of the city and of Western New York; the Fine Arts Academy, which owns many fine works of art, and the Decorative Art Society, which is doing excellent work.

The Buffalo Driving Park Association has one of the best and fastest tracks in the country. It is the track on which Dexter's and Goldsmith Maid's best records were made, and on which Rarus trotted in the unequalled time of 2.13 $\frac{1}{4}$ —the fastest on record. Buffalo also boasts a first-class base ball club, a well-organized yacht club, rowing clubs, archery clubs, the polo club which defeated the Westchesters, with James Gordon Bennett, Esq., at their head, and other similar organizations.

The City and County Hall, built at a cost of \$1,400,000 and dedicated in March, 1876, stands on a site bounded by Delaware, Franklin, Eagle and Church streets, and the surrounding grounds are laid out and terraced in an artistic and ornamental manner. The building is of granite, with a tower containing an electrical illuminated clock, and is adorned with four representative statues. It is three stories high, not including a finished basement, and furnishes quarters for all the city and county officers as well as the courts. The Common Council Chamber is very handsome and commodious. The new Jail, finished last year, stands at the junction of Delaware and Church streets, facing the City Hall. The two buildings are very similar in external appearance, and are connected by an underground passage.

The State Insane Asylum is slowly progressing toward completion, and is an ornament to the locality where it is located. The Erie County Penitentiary and the Almshouse are model institutions of their kind; the latter has an insane asylum attached.

The several hospitals, the homes for invalids, women and children, the deaf and dumb and orphan asylums and kindred benevolent associations are well managed and have comfortable and roomy buildings.

The Charity Organization, the Guild of the Good Samaritan and the Crèche are admirable institutions, and were founded under the auspices of the Rev. Stephen Humphreys Gurteen.

There are many fine edifices in the city, among the most prominent are the Custom House, the German Insurance, Manufacturers' and Traders' Bank and Young Men's Association Buildings; the Erie County, Western and Buffalo Savings Banks and Pierce's Palace Hotel.

The new depots of the New York Central and Erie railroads are commodious and ornamental. Several of the banks are located in very handsome edifices, and many merchants have imposing business blocks. The buildings of the *Courier*, *Commercial Advertiser* and *Express* newspapers indicate prosperity. The Academy of Music is old-fashioned exteriorly, but the interior is all that could be desired, both for the comfort of the audience as well as for scenic representations, and is ably managed. St. James Hall has been renovated and improved, with new scenery added, and meets all the requirements necessary for comfort. The Adelphi Theatre is a cosy place and successfully carried on.

Buffalo has long been celebrated for the elegance of its private residences, which can be found in nearly every part of the city, especially on Delaware, Main, Franklin, North, and other avenues on the west side. The grounds attached to these homes are kept with great care. The noble trees which line the walks of the main thoroughfares add greatly to the beauty of the city.

The churches and places of worship number over one hundred, divided according to denominations as follows: Catholic, 21; Episcopal, 12; Baptist, 11; Methodist, 15; Presbyterian, 12; Jewish, 3; Universalist and Unitarian, 3 each; Lutheran, German Evangelical and all others, 25. The most beautiful edifice in the city is St. Paul's Cathedral (Protestant Episcopal); it is a brown stone edifice of the Gothic style of architecture, and has a tall, graceful spire, containing a fine chime of bells. A stranger passing through Main street during the warm months will have his attention attracted to the church by the loud twittering of hundreds of swallows who make their nests in the mass of foliage which has grown over the chancel walls. St. Joseph's Roman Catholic Cathedral and the episcopal residence adjoining are imposing piles of light-colored stone. The cathedral is noted for its chimes. St. Louis and St. Mary's Roman Catholic Churches, St. John's, Ascension and Christ Episcopal Churches, Westminster Presbyterian and Delaware Avenue Methodist Episcopal Churches are all fine edifices and the interiors are beautiful in decoration and furniture.

The city of Buffalo has all the favorable conditions for health, longevity and mental and physical vigor that can be desired, unequalled by any city in the United States. The climate is salubrious, of a uniform temperature, without extremes of either heat and cold, the mercury scarcely ever rising above 84 degrees or falling below zero. The death-rate is as low as any city in the world, only 13.9 per 1,000. It has many special advantages as a summer resort, which of late years have been quite largely appreciated. Situated within twenty-two miles of Niagara Falls, the trip by rail on the several railroads is too short to be fatiguing, and the return trip in the evening is always pleasant, as the traveler gets the benefit of the fresh air from Niagara River during most of the distance. The drive to the Falls is very fashionable at times during the season, and when the grand idea of a boulevard connecting the city with the village of Niagara Falls is realized, it will be still more so. On Grand Island there are several private club houses and places of resort. Everybody in Buffalo goes "down the river" more or less during the season, and several wealthy citizens own private steam yachts. One of the most attractive drives is that which leads to the "Front"—now a part of the park system—a noble bluff above the bank of the Niagara, which commands an extensive view of the lake and river, and also of the harbor and portions of the city. The tall tower of Pierce's Palace Hotel is close by, and from that elevated point on a fine day the distant Chautauqua hills are visible in one direction, and the spray of Niagara Falls can be seen in another. Buffalo is about seventy miles distant by rail from Chautauqua Lake, while a trip of less than thirty miles will take the traveler to Lewiston, Niagara City, and the shores of Lake Ontario. These points are much visited during the season by excursionists. The distance by lake from Buffalo to Cleveland is 174 miles, to Toledo 264 miles, to Detroit 255 miles, to Bay City 463 miles, to Chicago 888 miles, to Duluth 991 miles, and to Milwaukee 823 miles.

An act authorizing the selection and location of certain grounds for public parks, and to provide for their maintenance and embellishment, was passed by the State Legislature in 1869, and lands were selected and appraised at \$305,157.85. Messrs. Olmsted & Vaux, of New York, were engaged to prepare plans; Mr. Geo. R. Radford was selected as engineer and Mr. William McMillan was secured as superintendent. No time was lost in getting the great work under way, and to-day the city has a park on a scale sufficient to meet the demands of a large and rapidly-growing population and one that will compare favorably with any on the continent.

The commissioners have always been mindful of the public interests and have fully appreciated the responsibility of their position. There has been no lavish expenditure of money and good judgment has characterized their work. The total area of the lands used is 600 2-10 acres, embracing the Lake, Meadow, Parade, Front, Niagara square, Prospect hill, North street circle, Bidwell place, Chapin place, Soldiers' place, Agassiz place, the Bank, Humboldt, Bidwell, Chapin and Lincoln parkways, Fillmore, Porter and Richmond avenues. The parkways are from 1,695 to 11,097 feet in length, and the beds are of stone and gravel, rolled hard and smooth and graded. They are each 100 feet wide. The Lake takes up forty-six and a half acres and was formed by damming Scajaquada Creek and by excavating. With its miniature islands, its bays and coves, the boat-house, well stocked with row-boats, and a float for the band, it is difficult to find a more romantic and picturesque spot. The popularity of the place is attested by the crowds of people to be seen there summer evenings. When the Parade Refectory (since burned) was first opened to the public fully 15,000 people, principally Germans, congregated there. The buildings were of wood and covered an area of 28,000 square feet. There were spacious verandas and pavilion wings, a roomy ball and concert room, saloon, dining halls, waiting rooms, etc. On the east end was a tower 138 feet high, from the observatory of which a fine view of the harbor, city and suburban district could be obtained. This costly and unique structure has been replaced by a less pretentious building which is used for similar purposes. It is a popular resort for the Germans, particularly on Sundays. Adjacent to the main park where the lake is situated is Forest Lawn Cemetery—solemn, grand and beautiful. The new State Insane Asylum, an imposing brown stone and brick structure rapidly nearing completion, is on the opposite side of the main park. About \$1,500,000 have been expended on the parks, including the amount paid for the land.

The following interesting statistics will give some idea of the vast commerce of Buffalo.

#### ERRATUM.

On page 20, 8th line from bottom of second column, read "Grand total, bush. 44,101,689."



# TRADE AND COMMERCE OF BUFFALO.

## LAKE AND RAILROAD COMMERCE.

### Summary.

The receipts of flour and grain in 1879 by lake at Buffalo aggregated 78,891,151 bushels, including flour reduced to its equivalent in wheat; the largest on record, excepting last year, when the figures were 84,090,939 bushels. The receipts by the steamer *International* were formerly added to the lake movement, but since the opening of the *International* bridge at Black Rock no statistics have been kept of the imports by the railroads at that point.

The business of the Lake Shore & Michigan Southern Railroad largely increased. The flour and grain movement this year was 45,201,300 bushels as compared with 33,508,306 bushels in 1878. The tonnage of the other articles enumerated shows very favorably when contrasted with last year's figures. The other railroads centering here do not make any reports by which the amount of their tonnage can be ascertained.

The aggregate receipts for 1879 by lake and the Lake Shore & Michigan Southern Railroad were 123,992,451 bushels of grain against 117,599,239 bushels in 1878, a gain of 6,393,212 bushels in favor of this year.

The growth of the grain trade of Buffalo is briefly shown by the following figures: In 1836 the receipts by lake were 1,239,351 bushels; in 1846, 13,366,168 bushels; in 1856, 25,753,967 bushels; in 1866, 53,388,087 bushels; in 1876, 50,074,648 bushels; in 1877, 65,199,291 bushels; in 1878, 84,046,052 bushels, and in 1879, 78,865,354 bushels. The aggregate receipts by lake of flour and grain from 1836 to 1879 inclusive were 1,526,266,253 bushels.

The lumber trade makes an excellent exhibit. It will be noticed that the imports and exports

were generally larger, and prices correspondingly improved with the increased business. The stocks on hand are much larger than at this time last year, in anticipation of continued activity in the building trade.

The coal trade has made the greatest progress of any branch of commerce. The imports of anthracite aggregate 1,092,134 tons, bituminous 673,670 tons, and Blossburg 62,000 tons; total, 1,827,804 tons; an increase of about one-third over the imports of 1878. The exports by lake show a corresponding improvement. The manufacturing demand was very large, indicative of increased activity, and the domestic consumption was a little ahead of 1878.

The shipments of grain from the elevators by railroads connected therewith aggregate 16,308,526 bushels; for the corresponding period in 1878 the movement was 19,136,668 bushels; a falling off this year of 2,828,142 bushels.

The exports by lake for the past season include 580,646 tons of coal, 103,858 barrels of cement and plaster, 222,778 barrels and 26,372 tons of salt, and 525 tons of railroad iron; a gain over the business of 1878 of 249,474 tons of coal, 22,145 barrels of cement and plaster, and nearly 40,000 barrels of salt. The tonnage of other western-bound freight carried by propellers was the largest ever known.

The first arrival at this port by lake in 1879 was the steam barge *Enterprise* from Dresden, Ontario, Canada, on Thursday, April 24th. The Straits of Mackinaw were reported open the same day. Propellers commenced departing hence for upper lake ports on the 23th of April, but the ice blockade soon occurred at this end of Lake Erie, and free navigation was not secured until May the 18th.

Lake freights on grain from Chicago to Buffalo fluctuated considerably during the season; opening at 6c for wheat and 5½c for corn; gradually declining to 1½c and 1¼c on June 7th; then advancing slowly to 8c and 7½c October 25th, and then declining again to 5½c and 5c respectively, the closing rates. Coal was carried from this port to Chicago and Milwaukee at rates ranging from 30c to \$1 25 per ton. Probably the fair average for the season would be 60c per ton, as only \$1 00 was paid for a few days in October and \$1 00@1 25 at the close of November.

Railroad freights opened at 9¼c for wheat and 9c for corn hence to New York; gradually declined to 5c and 4½c in July, and then slowly advanced to 12c and 11¼c on and after November 10th.

Elevating and storage rates on grain opened at ¾c per bushel, including ¼c to vessel; on September 22d and after they were 1c per bushel, including ¾c to vessel. On November 17th winter rates commenced. From the opening until September 22d, where no storage was had ¾c per bushel was charged, including ¼c to vessel.

The arrivals and departures of vessels in the district of Buffalo Creek for the season of 1879 were 8,447, aggregating 4,442,717 tonnage, a small decrease under 1878. The tonnage of vessels built and enrolled was 2,183.11, comprising the propeller New York; tug propellers T. H. Fulton, Minnie Maythem and M. M. Drake; steamers Josephine B. and Mamie Higgins; steam-yachts Musette, Parole, Fanchon and Elizabeth; the yacht Cygnet and the schooner Highland Maid. Twenty-four vessels changed hands by total transfer. The total tonnage of the port at the close of the fiscal year ending June 30th, was 211 vessels, of 97,734.46 tonnage, exclusive of canal boats other than steam, of which the custom house does not now keep a record. One hundred and nineteen vessels of all kinds are laid up here for the winter.

The number of vessels passing out of existence on the lakes in 1879 was 78, including 5 propellers, 4 sidewheel steamers, 1 steam barge, 6 tugs, 3 brigs, 8 barges, 9 scows, and 42 schooners, aggregating 18,531 tonnage, and valued at \$316,675. The number of deaths was 208, an excess of 45 over 1878. The new vessels built were 19, of 13,918 tonnage and valued at \$791,500. Net loss of tonnage, 4,013.

The amount of canal tolls collected at this port during the season aggregated \$591,652, as compared with \$628,439 in 1878, a decrease of

\$36,787 under 1879. It should be remembered however, that the canals in 1878 opened April 15th, and this year on May 8th, three weeks later. The number of boats cleared was 8,708; in 1878, 9047; a decrease of 339.

Canal navigation was interrupted on June 26th by the caving in of a culvert near Orangeport, and this accident with a break a few days later at another point delayed boats nearly fourteen days. The dryness of the season also caused frequent low water, and the ice from Rome eastward was troublesome on and after the 30th of November. All boats reached tidewater and the canal was closed officially on the 6th of December. The number of days of navigation was 212.

The exports by canal were 4,750 barrels of flour and 53,868,392 bushels of grain, or, reducing flour to grain, 53,892,142 bushels, as compared with 58,567,734 bushels in 1878. The principal products of the forest shipped were, 107,158,316 feet of lumber, 34,600,000 shingles, and 56,029,617 pounds of staves; an increase of lumber and shingles, and a decrease of staves. Flaxseed was carried to the extent of 22,238,587 pounds, pig iron 923 tons, coal 28,284 tons, petroleum oil 55,435 barrels, and pork 2,131 barrels. The total tonnage was 1,830,843, of the value of \$48,142,030.

The imports are well worthy of special notice, as they show the beneficial result of the free list on water transportation. The aggregate tonnage was 499,453, of the value of \$43,554,105—nearly equal to the value of the exports. The principal articles imported were dried fruits, domestic woolens and cottons, pig iron, iron ore, salt, sugar, molasses, coffee, nails, iron and steel, railroad iron, crockery, coal and gypsum.

Canal freights from Buffalo to New York opened at 5¼c for wheat and 5c for corn; gradually declined to 3½c and 3¼c for the week ending June 28th; then advanced to 9¼c and 8½c at the end of September and beginning of October; fluctuated to the highest point, 12c and 11c, on October 23d, 24th and 25th. During November 10@10½c and 8@9½c respectively was obtained; closing at outside figures. Pine lumber varied from \$2 25@4 00 per 1,000 feet, and staves from \$1 00@2 50 per ton over tolls.

The receipts of flour and grain at tidewater from all the canals this year were 56,977,000 bushels as compared with 63,010,600 bushels in 1878.

The table of comparative prices of leading articles shows a large increase in the values of the articles enumerated, with but few excep-

tions, as compared with 1878—but our space will not allow of more particular mention.

The live stock trade during the year shows a falling off in cattle, sheep and hogs, but the business done, nevertheless, was very large, and is a material element conducive to the prosperity of the commercial interests of our city.

The receipts of flour and grain at the western lake ports of Chicago, Milwaukee, Toledo, Detroit, Cleveland and Duluth, from January 1st to December 27th, aggregate 228,042,847 bushels as compared with 225,259,114 bushels in 1878. The shipments for the same period from those places were 209,819,924 bushels in 1879, and 198,262,889 bushels in 1878. These figures show a gain for this year's cereal movement.

#### Comparative Imports by Lake.

The following table shows the imports of principal articles into this port by lake for the years 1877, 1878 and 1879:

	1877.	1878.	1879.
Ashes, casks.....	214	---	---
Ashes, tons.....	---	---	700
Ashes, leached, tons.....	235	---	---
Apples, bbls.....	8-2	---	---
Beef, bbls and tes.....	506	---	---
Beans, bu.....	115	---	---
Beans, bbls.....	---	---	56
Barley, bu.....	1,652,566	1,375,184	610,749
Butter, lbs.....	5,000	949	---
Butter, pkgs.....	251	2,046	---
Bacon, bxs.....	589	6,485	---
Broomcorn, bbls.....	1,385	953	103
Barrels, empty, no.....	4,705	---	---
Coal, tons.....	44,247	50,001	34,648
Cheese, bxs.....	125	---	---
Corn, bu.....	31,362,866	35,133,853	32,990,993
Cedar posts, no.....	24,012	8,209	16,730
Cornmeal, bbls.....	3,702	6,475	2,000
Copper, pkgs.....	11,623	7,804	12,685
Copper, tons.....	6,342	8,758	6,064
Copper, cakes and bars.....	12,616	8,781	17,791
Cattle, no.....	---	11	---
Eggs, doz.....	---	---	186
Eggs, pkgs.....	1,569	6,945	---
Fish, pkgs.....	21,153	8,617	5,120
Flour, bbls.....	693,044	971,980	897,105
Feed, sks.....	57,694	4,591	8,399
Grindstones, tons.....	185	65	---
Grindstones, no.....	288	331	---
Hides, no.....	4,593	5,140	---
Hides, tons.....	10	---	---
Hides, bbls.....	---	---	132
Horses, no.....	130	31	---
Hops, bales.....	---	178	952
Hams, tes.....	619	1,002	---
Hoops, no.....	22,403,700	11,500,000	14,579,000
Hoop poles, no.....	19,620	200,000	---
Heading, bbls.....	6, 98	5,721	14,471
Iron ore, tons.....	1,997	14,737	25,580
Iron, pig, tons.....	5,630	5,447	8,431
Iron, tons.....	340	3,638	127
Iron, scrap, lbs.....	75,000	64,200	256,000
Iron, bbls.....	622	---	---
Iron, bars.....	3,639	---	---
Iron, plates.....	110	---	---
Lead, tons.....	5-7	147	46
Lead, pigs.....	51,805	35,719	6,785
Leather, rolls.....	230	538	40
Lard, lbs.....	770,600	---	249,920
Lard, tes.....	53,400	88,278	81,831
Lard, pkgs.....	9,168	2,775	18,568
Lard, bbls.....	---	---	1,850

	1877.	1878.	1879.
Lumber, feet.....	141,572,469	176,322,464	202,443,612
Lath, pcs.....	6,392,200	3,835,000	4,644,100
Millfeed, lbs.....	407,000	---	---
Oats, bu.....	4,279,229	5,122,972	1,104,793
Oatmeal, bbls.....	1,557	7,518	2,500
Oatmeal, bags.....	---	---	4,413
Oil cake, pkgs.....	32,084	73,143	51,047
Oil cake, tons.....	504	245	379
Oil, bbls.....	3,337	3,340	480
Pickets, no.....	55,522	---	7,190
Pork, bbls.....	41,766	31,937	33,570
Peas, bu.....	57,450	44,887	25,797
Potatoes, bu.....	4,688	---	---
Pelts, bbls.....	3,236	823	754
Potash, tons.....	219	---	---
Plaster, bbls.....	1,000	---	---
Rye, bu.....	1,155,003	2,135,007	1,884,802
Sundries, pkgs.....	46,714	41,800	75,000
Silver ore, pkgs.....	3,740	---	536
Silver ore, tons.....	620	---	---
Seed, bags.....	265,993	351,716	293,742
Seed, bu.....	---	---	344,312
Stone, tons.....	834	---	59
Stone, cords.....	1,489	1,175	---
Salt, bbls.....	1,000	---	---
Staves, no.....	18,284,985	11,638,863	12,070,597
Stave bolts, cords.....	4,403	4,512	8,640
Shingles, no.....	54,254,000	66,273,000	59,793,700
Shooks, bbls.....	12,775	17,985	1,541
Shooks, no.....	---	---	767,000
Sheep, no.....	---	15	---
Tobacco, pkgs.....	2,706	3,358	4,143
Tallow, lbs.....	130,780	83,400	---
Tallow, pkgs.....	1,650	---	100
Tallow, bbls.....	500	278	411
Tallow, tes.....	100	11,238	---
Ties, no.....	172,679	160,000	271,633
Whisky, bbls.....	27	51	---
Wool, bales.....	942	357	2,427
Wood, cords.....	2,516	1,084	1,440
Wheat, bu.....	23,284,405	35,419,136	37,788,501

#### AGGREGATE RECEIPTS OF FLOUR AND GRAIN.

	1877.	1878.	1879.
Flour, bbls.....	693,044	971,980	897,105
Wheat, bu.....	23,284,405	35,419,136	37,788,501
Corn, bu.....	31,362,866	35,133,853	32,990,993
Oats, bu.....	4,279,229	5,122,972	1,104,793
Barley, bu.....	1,652,568	1,375,184	610,740
Rye, bu.....	1,155,003	2,135,007	1,884,802
Peas, bu.....	57,450	44,887	25,797
Total grain, bu.....	61,794,521	79,231,039	74,405,626
Flour to wheat, bu.....	3,465,220	4,859,900	4,485,525
Grand total, bu.....	65,256,741	84,090,939	78,891,151

#### Receipts by Lake Shore & Michigan Southern Railroad.

The following table shows the principal receipts at Buffalo by the Lake Shore & Michigan Southern Railroad for the year ending December 31st, 1879, as compared with those of 1878 and 1877:

	1877.	1878.	1879.
Flour, bbls.....	1,100,000	947,400	1,187,700
Wheat, bu.....	4,219,900	8,243,200	12,916,700
Corn, bu.....	6,139,200	12,470,400	15,347,800
Oats, bu.....	3,669,100	5,721,300	8,869,101
Barley, bu.....	679,000	1,363,600	753,000
Rye, bu.....	815,000	972,800	776,200
Total grain, bu.....	15,523,400	28,771,300	39,262,800
Flour to wheat, bu.....	5,502,000	4,737,000	5,938,500
Grand total, bu.....	21,025,400	33,508,300	45,201,300

	1877.	1878.	1879.
Beef, bbls and tcs..	191,160	171,550	183,100
Butter, lbs.....	8,059,000	9,536,000	17,538,000
Bacon, lbs.....	27,140,000	25,560,000	24,540,000
Broomcorn, bales.....	20,612	19,250	14,047
Coal, tons.....	156,958	98,916	70,808
Cattle, cars.....	24,746	30,925	36,146
Cheese, bxs.....	81,880	87,180	121,100
Cotton, bales.....	110,000	73,550	119,572
Corumel, bbls.....	231,500	192,200	212,700
Eggs, pkgs.....	13,475	15,876	26,590
Fish, pkgs.....	22,054	20,949	26,450
Grindstones, no.....	7,035	11,060	21,170
Hides, no.....	205,915	222,388	305,997
Horses, cars.....	660	648	1,061
Hops, bales.....	3,615	2,020	1,400
Hops, cars.....	8,615	13,017	12,503
Iron, bales.....	14,885	12,880	9,133
Hams, tcs.....	190,350	166,700	185,730
Iron, plates, no.....	41,260	35,830	26,280
Iron, pig, tons.....	7,128	8,445	10,166
Leather, rolls.....	10,400	9,570	12,702
Lard, lbs.....	14,880,000	21,990,000	20,270,000
Lumber, cars.....	2,558	2,871	2,625
Oil cake, pkgs.....	153,910	97,470	156,630
Oil, refined, bbls.....	1,198,630	1,698,750	1,156,745
Oil, crude, bbls.....	1,370,485	738,832	331,165
Pork, bbls.....	230,150	201,900	238,540
Pelts, bbls.....	18,000	13,980	14,370
Seed, bags.....	47,760	35,511	41,300
Stones, tons.....	4,590	4,904	8,551
Staves, cars.....	426	398	440
Sheep, cars.....	2,157	2,935	2,997
Tobacco, pkgs.....	27,370	21,810	27,910
Tobacco, hbls.....	6,525	5,251	5,623
Tallow, bbls or pkgs.....	7,779	8,445	7,080
Tanbark, cars.....	785	623	435
Whisky, bbls.....	60,670	56,610	73,650
Wool, bales.....	22,934	20,470	27,755

Of the above receipts for 1877, 1878 and 1879 the following were for this city:

	1877.	1878.	1879.
Flour, bbls.....	31,300	34,500	31,400
Wheat, bu.....	58,700	15,300	125,200
Corn, bu.....	224,000	300,000	136,800
Oats, bu.....	81,900	100,800	130,000
Barley, bu.....	14,400	92,000	22,000
Rye, bu.....	6,000	4,800	2,400
Hides, no.....	67,075	68,278	103,182
Fish, pkgs.....	4,264	6,361	7,585
Lumber, cars.....	798	1,072	1,145
Oil, refined, bbls.....	48,625	45,940	36,030
Oil, crude, bbls.....	8,070	1,275	905
Coal, tons.....	111,808	87,354	53,118

**Flour and Grain Receipts by Lake and the Lake Shore & Michigan Southern Railroad.**

The following statement shows the receipts of flour and grain by Lake and the Lake Shore & Michigan Southern Railroad in 1877, 1878 and 1879:

	1877.	1878.	1879.
Flour, bbls.....	1,793,444	1,919,380	2,084,805
Wheat, bu.....	27,504,305	43,662,336	50,705,201
Corn, bu.....	37,502,066	47,604,253	48,938,793
Oats, bu.....	7,939,329	10,844,272	9,973,893
Barley, bu.....	2,332,168	2,738,784	1,363,740
Rye, bu.....	1,970,603	3,107,807	2,661,002
Peas, bu.....	57,450	44,887	25,797
Total, bu.....	77,305,921	108,002,339	113,668,426
Flour to wheat, bu.....	8,967,220	9,596,900	10,324,025
Grand total, bu.....	87,273,141	117,599,239	123,992,451

NOTE.—No returns made of the traffic over the International bridge in 1877, 1878 and 1879. The receipts would be largely increased if these figures could be given.

**Grain Trade of Buffalo for Forty-four Years.**

The following statement shows the grain trade of Buffalo for forty-four years (the receipts by the Lake Shore Railroad not included):

Years.	Flour, bbls.	Wheat, bu.	Corn, bu.		
1836.....	139,178	304,090	204,355		
1837.....	126,865	450,350	94,490		
1838.....	277,620	493,117	34,148		
1839.....	194,125	1,117,262	.....		
1840.....	597,142	1,004,561	71,337		
1841.....	730,040	1,635,000	201,031		
1842.....	734,408	1,535,420	1,454,539		
1843.....	917,517	1,827,241	223,906		
1844.....	915,030	2,174,500	137,978		
1845.....	746,750	1,770,740	54,200		
1846.....	1,374,529	4,744,184	1,455,258		
1847.....	1,857,000	6,489,700	2,562,810		
1848.....	1,249,000	4,520,117	2,328,000		
1849.....	1,207,435	4,943,978	3,321,651		
1850.....	1,103,039	8,681,347	2,508,375		
1851.....	1,258,224	4,167,121	5,988,775		
1852.....	1,299,213	5,519,778	5,136,716		
1853.....	975,557	5,420,043	8,065,793		
1854.....	739,756	3,510,782	10,108,993		
1855.....	926,761	8,022,126	9,711,430		
1856.....	1,126,048	8,465,871	9,633,277		
1857.....	1,485,953	8,334,179	5,713,611		
1858.....	1,536,109	10,671,550	6,621,668		
1859.....	1,420,333	9,234,652	3,113,653		
1860.....	1,122,335	18,502,645	11,386,217		
1861.....	2,159,591	27,105,219	21,024,657		
1862.....	2,846,122	30,435,831	24,888,627		
1863.....	2,978,089	21,240,843	20,086,902		
1864.....	2,028,520	17,677,519	10,478,681		
1865.....	1,788,393	13,437,888	19,840,901		
1866.....	1,313,543	10,479,694	27,894,798		
1867.....	1,440,056	11,379,655	17,573,658		
1868.....	1,502,731	12,555,215	16,904,067		
1869.....	1,598,487	19,228,546	11,529,403		
1870.....	1,470,391	20,556,722	9,410,123		
1871.....	1,278,077	22,606,217	20,110,769		
1872.....	762,502	14,304,842	24,648,187		
1873.....	1,259,205	30,618,372	28,550,828		
1874.....	1,693,585	29,778,572	24,974,518		
1875.....	1,810,492	32,907,086	23,593,891		
1876.....	807,210	19,324,612	20,939,852		
1877*.....	693,044	23,284,405	33,362,806		
1878*.....	971,980	35,419,136	35,133,803		
1879*.....	897,105	37,788,501	32,990,993		
1836.....	28,640	Oats, bu	Barley, bu	Rye, bu	1,500
1837.....	2,553	.....	.....	.....	3,267
1838.....	6,577	.....	.....	.....	909
1839.....	.....	.....	.....	.....	.....
1840.....	.....	.....	.....	.....	.....
1841.....	14,144	.....	.....	.....	2,150
1842.....	.....	.....	4,710	.....	1,268
1843.....	2,489	.....	.....	.....	1,332
1844.....	18,017	.....	1,617	.....	456
1845.....	23,303	.....	.....	.....	.....
1846.....	218,300	.....	47,530	.....	28,250
1847.....	446,000	.....	.....	.....	70,787
1848.....	560,000	.....	6	.....	17,889
1849.....	362,384	.....	.....	.....	.....
1850.....	857,580	.....	3,600	.....	.....
1851.....	1,140,340	.....	.....	142,778	10,752
1852.....	2,706,231	.....	.....	497,913	112,351
1853.....	1,584,655	.....	.....	404,988	107,152
1854.....	4,401,739	.....	.....	313,885	177,066
1855.....	2,693,222	.....	.....	62,304	299,591
1856.....	1,738,383	.....	.....	46,827	245,810
1857.....	1,214,760	.....	.....	37,544	43,536
1858.....	2,275,231	.....	.....	308,371	125,214
1859.....	394,502	.....	.....	36,560	124,693
1860.....	1,209,594	.....	.....	262,158	80,822
1861.....	1,797,905	.....	.....	313,757	337,764
1862.....	2,624,932	.....	.....	423,124	791,564
1863.....	7,322,187	.....	.....	641,419	422,800
1864.....	11,632,637	.....	.....	465,057	633,727
1870.....	8,494,799	.....	.....	820,563	877,676
1871.....	10,227,472	.....	.....	1,606,384	1,245,485

	Oats, bu.	Barley, bu.	Rye, bu.
1872	10,933,166	1,802,598	1,010,693
1873	11,492,473	637,124	947,323
1865	5,459,347	651,339	126,093
1866	6,846,943	1,321,154	626,154
1867	9,006,409	1,946,923	1,095,039
1886	6,050,045	3,088,925	301,809
1861	5,972,846	1,292,507	976,947
1874	5,306,781	1,154,448	767,301
1875	8,494,124	976,889	222,126
1876	2,397,257	2,615,081	761,795
1877*	4,279,229	1,652,563	1,155,003
1878*	5,122,972	1,376,184	2,135,077
1879*	1,104,793	619,740	1,884,802

GRAIN INCLUDING FLOUR AS GRAIN.

Years.	Grain, bush.	Grain, including flour, bush.
1836	543,461	1,239,351
1837	550,000	1,184,685
1838	974,751	2,587,887
1839	1,117,262	2,362,851
1840	1,075,888	4,061,598
1841	5,592,525	5,592,525
1842	2,015,928	5,687,468
1843	2,055,025	6,642,610
1844	2,335,568	6,910,718
1845	1,848,040	5,581,790
1846	6,491,522	13,366,167
1847	9,868,187	19,153,187
1848	7,306,012	14,641,018
1849	8,628,013	14,665,189
1850	6,618,004	12,059,551
1851	11,449,661	17,740,584
1852	13,392,937	20,390,506
1853	15,956,525	20,390,506
1854	18,553,455	22,252,238
1855	19,788,473	24,472,277
1856	20,123,667	25,753,965
1857	15,348,920	19,578,690
1858	20,202,444	26,812,982
1859	14,429,069	21,520,722
1860	31,441,440	37,053,115
1861	50,662,646	61,460,601
1862	58,642,244	72,872,454
1863	49,845,065	61,535,510
1864	41,044,496	51,177,146
1865	42,473,223	51,415,188
1866	51,820,342	53,388,087
1867	43,499,780	50,700,000
1868	42,456,201	49,349,856
1869	37,014,728	45,007,163
1870	39,261,141	46,613,046
1871	60,765,357	67,135,742
1872	58,477,822	62,260,332
1873	67,340,570	73,626,595
1874	61,762,627	70,070,552
1875	65,194,716	74,246,729
1876	46,038,538	50,074,648
1877*	61,734,071	65,199,291
1878*	79,146,152	84,046,052
1879*	74,379,829	78,865,354

COMPARED BY DECADES.

Years.	Grain, bush.	Grain, including flour, bush.
1836	543,461	1,239,351
1846	6,491,522	13,366,167
1856	20,123,667	25,753,967
1866	51,820,342	53,388,087
1876	46,038,538	50,074,648

AGGREGATE RECEIPTS COMPARED.

Decades.	Grain, bush.	Grain, including flour, bush.
1836 to 1845—10 years	14,368,908	41,851,483
1846 to 1855—10 years	113,706,005	174,717,437
1856 to 1865—10 years	344,213,324	432,390,318
1866 to 1875—10 years	526,976,775	597,121,670
1876	46,038,538	50,074,648
1877*	61,734,071	65,199,291

Decades.	Grain, bush.	Grain, including Flour, bush.
1878*	79,176,152	84,046,052
1879*	74,379,829	78,865,354

Total 44 years . . . 2,621,435,711 . . . 3,526,266,253

\*Canadian receipts through Custom-house not included in 1877, 1878 and 1879.

Lumber Trade of Buffalo.

The following table shows the receipts and shipments of lumber, etc., for three years:

IMPORTS BY CANAL.

	1877.	1878.	1879.
Lumber, feet	328,071	888,145	1,703,849
Timber, cubic feet	8,225	5,016	82,862
Shingles, no.	177,000	10,000	30,000

EXPORTS BY CANAL.

Lumber, feet	79,782,686	95,310,685	107,158,316
Staves, lbs	82,359,650	77,482,200	56,029,617
Shingles, no.	30,512,000	29,283,000	34,000,000

IMPORTS BY LAKE.

Heading, bbls	6,198	5,721	14,471
Hoops, no.	22,403,700	11,500,000	14,579,000
Hoop poles, no.	190,620	2,000	-----
Lumber, feet	141,572,469	176,312,464	202,443,612
Lath, pieces	6,392,200	3,545,000	4,644,000
Railroad ties, no.	172,479	100,000	271,693
Staves, no.	18,284,985	11,638,968	12,070,537
Stave bolts, cords	4,403	4,512	8,610
Shingles, no.	54,254,000	66,275,000	59,793,700
Shooks, bundles	12,775	17,987	1,541
Pickets, no.	55,522	-----	7,190
Cedar posts, no.	24,012	8,209	16,730

OTHER IMPORTS BY RAILROADS AND TRAMS.  
Lumber, feet . . . 75,000,000 . . . 90,000,000 . . . 90,000,000  
\*Partly estimated.

AVERAGE PRICES.

The prices at the yards during 1879 were about as follows, per 1,000 feet:

Basswood	\$14.00@20.00	Chestnut	\$22.00@36.00
Pine	8.00@40.00	Walnut	30.00@80.00
Ash	14.00@35.00	Maple	18.00@32.00
Whitewood	14.00@35.00	Hickory	25.00@45.00
Oak	19.00@37.00	Lath, per M	1.65@2.00
Cherry	32.00@45.00	Shingles, do.	1.80@3.25

Coal Trade of Buffalo.

The anthracite and bituminous coal trade of this city is shown by the following figures:

IMPORTS BY CANAL.

	1877.	1878.	1879.
Anthracite, tons	208,609	115,162	92,134
Blossburg, tons	10,000	3,553	2,000

EXPORTS BY CANAL.

Bituminous, tons	29,250	30,820	28,290
------------------	--------	--------	--------

IMPORTS BY LAKE.

Bituminous, tons	44,247	50,001	36,648
------------------	--------	--------	--------

EXPORTS BY LAKE.

Anthracite, tons	465,074	306,172	550,646
Blossburg, tons	50,000	25,000	30,000

IMPORTS BY RAILROADS.\*

Anthracite, tons	550,000	660,000	1,000,000
Bituminous, tons	214,200	425,973	637,022
Blossburg, tons	50,000	45,000	60,000

EXPORTS BY RAILROADS.

No estimate to hand of the movement in detail.

RECAPITULATION.

Total imports, Anthracite, tons	759,609	775,162	1,092,134
Do., Bituminous, tons	258,447	474,974	673,670
Do., Blossburg, tons	60,000	28,353	62,000
Total exports, Bituminous	29,250	39,820	28,290
Do., Anthracite, tons	405,074	306,172	550,616
Do., Blossburg, tons	50,000	25,000	30,000

\*Partly estimated.

The retail prices of anthracite per 2,000 pounds, delivered in city limits, during the year were as follows:

1879.	Grate.	Egg.	Stove.	Nut.	Blossburg.
Jan'y 1	\$5 15	\$5 25	\$5 50	\$5 00	\$4 00
April 19	3 75	3 75	4 00	3 75	4 00
May 24	3 25	3 25	3 50	3 50	3 50
May 3	3 50	3 50	3 75	3 75	3 50
Oct. 13	3 90	3 90	4 00	4 00	3 50
Oct. 20	4 10	4 10	4 20	4 20	3 50
Nov. 1	4 35	4 35	4 45	4 60	3 50
Dec. 1	4 65	4 65	4 85	5 10	3 75
Dec. 31	4 65	4 65	4 85	5 10	3 75

The range of prices during 1879 for bituminous, delivered to manufactories, gas works, propeller lines, etc., were from \$2 10 to \$4 00 per ton, according to description. The price at retail varied from \$1 00 to \$6 00 delivered per ton, according to quality, for family use.

About 185,000 tons of anthracite and bituminous coal were consumed by families in this city during 1879.

Comparative Prices of Leading Articles.

The following statement shows the approximate ruling rates of the various articles enumerated at Buffalo December 30, 1879, and the corresponding periods in 1878 and 1877:

	1877.	1878.	1879.
Flour, bbl—			
City gr. sp. No. 1	\$6 25@ 6 75	\$5 00@ 5 50	\$6 75@ 7 25
City gr. sp. No. 2	5 25@ 5 75	3 75@ 4 25	5 50@ 6 25
City gr'd amber	7 00@ 7 50	5 25@ 5 75	7 25@ 7 75
City gr'd white	7 25@ 7 75	5 50@ 6 00	7 50@ 8 00
C. g. new proc's	8 50@ 9 50	7 25@ 7 75	8 25@ 9 00
Western spring	6 00@ 6 75	4 25@ 5 25	6 00@ 7 50
Western bakers'	6 50@ 7 00	4 50@ 6 00	7 00@ 7 50
Western amber	7 00@ 7 50	4 75@ 5 25	7 50@ 8 00
Western white	7 25@ 7 75	5 25@ 5 75	7 75@ 8 25
Western n.w. pr.	8 50@ 9 00	7 00@ 8 00	8 75@ 9 75
Rye	4 00@ 4 50	3 25@ 3 50	5 50@ 6 00
Buckwheat, cwt	2 65@ 3 00	2 00@ 2 25	3 00@ 3 00
Wheat, bush—			
No. 1 spring	1 27	1 00	.....
No. 2 spring	1 23	95	.....
No. 1 Duluth sp.	1 25	1 07	1 13
No. 1 h'd Du'th sp	.....	.....	1 45
Red and amber.	1 32@ 1 38	95@ 1 00	1 38@ 1 45
White	1 35@ 1 41	90@ 1 03	1 40@ 1 47
Corn, bush—			
No. 2 Western	53 @ 53 1/2	40 1/2 @ 41	53 1/2
Oats, bu, West'n	31 @ 34	25 @ 29	45
Rye, bu, do	70 @ 74	52 1/2	90
Barley, bush—			
West. and Can.	70 @ 85	61 @ 1 10	70 @ 90
State, 2 & 1 r'w'd	50 @ 73	75 @ 92	65 @ 80
Barley malt, bu.	75 @ 1 15	1 10 @ 1 30	1 05 @ 1 25
Peas, bu, (free of duty)	1 10 @ 1 20	80 @ 90	95 @ 1 00
Beans, bu	1 60 @ 2 15	1 50 @ 1 70	1 50
Seed, clover, bu.	4 75 @ 5 50	4 50 @ 5 25	5 50 @ 5 75
Seed, timothy, bu	1 40 @ 1 60	1 35 @ 1 45	2 90
Mt feed, ton—			
Course	16 00	11 00 @ 12 00	16 00 @ 17 00
Fine	17 00	13 00 @ 14 00	16 00 @ 17 00
Finished	20 00	13 00 @ 14 00	17 00 @ 18 00

	1877.	1878.	1879.
Flour, bbl—			
Rye	17 00@19 00	14 00@15 00	18 00@19 00
Cornmeal, 100 lb	1 05 @ 1 20	80 @ 90	1 05 @ 1 15
Oalmal, bbl	5 00 @ 7 00	4 0 @ 6 50	6 00 @ 7 00
Mess pork, bbl—			
Heavy	12 00@12 50	8 50@ 9 00	13 50
Short cut	12 00@12 50	9 00@ 9 50	13 50
Lard, lb	8 @ 9	6 1/2 @ 6 1/2	8 @ 8 1/2
Dres'd hogs, cwt	4 50 @ 4 75	2 75 @ 3 50	6 00
Highwines, gal.	1 09 @ 1 10	1 07 @ 1 08	1 12
Potatoes, bu	35 @ 50	60 @ 80	40 @ 45
Butter, lb	14 @ 25	12 @ 20	18 @ 27
Cheese, dairy, lb.	12	7 @ 8	11
Do., factory, lb.	13 @ 13 1/2	9 @ 9 1/2	12
Hops, lbs	11 @ 13	8 @ 11	30 @ 35
Eggs, doz	21 @ 23	23 @ 25	2 @ 23
Cranberries, bbl	7 00 @ 8 00	6 25 @ 7 50	8 00
Apples, dried, lb.	5 1/2 @ 7	3 1/2 @ 5	7 @ 8
Do., green, lb.	2 25 @ 3 25	1 25 @ 2 00	1 75 @ 2 50
Oranges, case	7 00 @ 7 50	5 00 @ 6 00	5 00 @ 5 50
Lemons, box	3 50 @ 4 00	3 00 @ 5 00	4 00
Salt, coarse, bbl.	1 00	80	1 40
Salt, fine, bbl	95	85	1 40
Coal, Anthracite, retail price, delivered, ton—			
Grate	5 20	5 15	4 65
Egg	5 20	5 25	4 35
Chestnut	5 35	5 00	5 10
Stove	5 45	5 50	4 85
Coal, bituminous	5 50 @ 6 50	5 00 @ 5 50	6 00
Hides, green, lb.	8 @ 9	8 1/2 @ 10 1/2	9 1/2 @ 10
Do., cured	12 @ 14	14 @ 18	16 @ 17
Leather, lb—			
Best sl'ght'd sole	31	26	31
No. 2 do	29	21	29
Cement, bbl	1 00 @ 1 25	1 15 @ 1 25	80 @ 1 00
Refined Petroleum, gallon, fire test—			
11 2 @ 12 00	12 1/2 @ 16	10	8 @ 9
Pease's Pr'm oil	30 @ 35	35	35
Pease's H'dlight	25	25	25
Lard Oil—			
Extra winter, gal	75 @ 80	60	60
Do., No. 1, do	65 @ 70	55	58
Linsed oil, raw	55	60	75
Do., boiled, gal.	62	65	78
W. V. oil, black, gallon	25	23	23
Do., gal., in bbl	30	25	25
Sperm oil, gal	1 50	1 25	1 00
White, half bbl—			
4 25 @ 4 33	3 40 @ 3 50	5 00 @ 5 50	5 50
Trout	3 25 @ 3 38	3 00	4 00 @ 4 25
Siscods	3 00	1 60	3 00 @ 3 25
Codfish, George's			
Bank, cwt.	5 25 @ 5 75	5 00	5 00 @ 5 50
Halibut, cwt	1 00	6 00	11 00
Mackerel, kil.	1 75 @ 2 30	1 90 @ 2 40	1 20 @ 3 75
Do., bbl	15 00 @ 22 00	12 00 @ 18 00	11 00 @ 22 00
St'ling Exch'ge.	4 82 @ 4 85	4 82 @ 4 87	4 81 @ 4 84
Gold	1 02 1/2	1 00	1 00

Exports from Elevators by Erie and Central Railroads.

The following statement shows the exports of grain from the elevators of this city by the Erie and Central railroads for the months of—

1879.	Wheat, bu.	Corn, bu.	Oats, bu.	Barley, bu.	Rye, bu.
January	331,350	19,605	23,879	9,093	.....
February	143,542	.....	.....	.....	.....
March	336,131	.....	43,000	1,650	.....
April	196,151	1,400	.....	1,991	.....
May	567,379	482,782	4,800	6,500	.....
June	345,442	518,354	1,400	25,000	.....
July	553,015	1,398,332	72,382	.....	12,029
August	1,759,716	1,319,718	.....	.....	46,907
September	1,566,889	849,792	42,000	.....	.....
October	1,142,512	1,324,315	850	30,463	18,195
November	776,882	845,728	.....	2,150	5,000
December	85,009	559,011	.....	17,116	.....
Total	8,575,129	7,369,007	188,329	94,230	81,831

	Wheat, bu.	Corn, bu.	Oats, bu.	Barley, bu.	Rye, bu.
Total 1878	9,173,439	9,300,650	254,057	185,212	223,310
Total 1877	9,323,348	3,854,034	620,009	348,082	90,332
Total 1876	5,984,722	6,581,929	715,049	112,741	278,291
Total 1875	6,198,393	6,433,717	1,091,327	60,437	16,786
Total 1874	4,658,080	5,209,202	1,318,097	191,277	10,318
Grand total, bushels, 1874	11,386,974				
" " 1875	14,800,660				
" " 1876	13,672,732				
" " 1877	14,295,805				
" " 1878	19,136,608				
" " 1879	16,398,526				

Decrease 1879 under 1878, bushels .... 2,828,142

**Lake Exports.**

The following statement, collated from the clearances issued during the season of navigation at the Custom-house of this port, shows the exports of the articles named during the seasons of navigation in 1877, 1878 and 1879 westward by lake:

	1877.	1878.	1879.
Coal, tons	455,074	331,172	580,646
Cement and plaster, bbls.	113,023	81,443	103,858
Salt, bbls	321,645	247,452	222,778
Salt, tons	7,235	18,767	26,372
Railroad iron, tons	1,569	283	525
Railroad iron, bars		2,170	---
Pig iron, tons		Not reported.	

**Lake Freights from Buffalo to Chicago on Coal.**

The following statement shows the ruling rates of freight on coal per ton, free, by sail vessels from Buffalo to Chicago during the season of 1879:

1879.	Coal, ton.	1879.	Coal, ton.
April 28	\$0 40	Sept. 22	\$0 70
May 7	30	Sept. 24	75
June 4	35	Oct. 6	85
June 20	40	Oct. 14	90
June 23	45	Oct. 15	1 00
July 1	50	Oct. 22	85
Aug. 6	40	Oct. 25	90
Aug. 25	50	Oct. 27	75
Sept. 11	55	Nov. 17	1 00
Sept. 15	60	Nov. 18	1 25

The dates given are the days on which the changes were made.

**Lake Freights from Chicago to Buffalo on Wheat and Corn.**

The following statement shows the ruling rates of lake freights on wheat and corn from Chicago to Buffalo, by sail vessels, on the dates specified in 1879:

1879.	Wheat, bu.	Corn, bu.	1879.	Wheat, bu.	Corn, bu.
April 17	noml.	6	Aug. 9	5	4½
April 26	4½	4	Aug. 16	5½	5
May 2	3½	3	Aug. 23	5	4½
May 9	3½	3	Aug. 30	5½	4½
May 12	3	2½	Sept. 6	5	4½
May 17	3½	3	Sept. 13	5	4½
May 24	2½	2½	Sept. 20	5	4½
May 31	2½	2½	Sept. 27	6½	6
June 7	1½	1½	Oct. 4	6½	6
June 14	2	1½	Oct. 11	7½	7
June 21	2	1½	Oct. 18	8½	7½
June 28	2	1½	Oct. 25	8	7½
July 5	2½	2	Nov. 1	7½	7
July 12	2½	2	Nov. 8	7½	7
July 19	2½	2	Nov. 15	6½	6
July 26	3½	3	Nov. 22	5½	5
Aug. 2	4½	4	Nov. 25	5½	5

**Railroad Freights from Buffalo to New York on Wheat and Corn.**

The following statement shows the nominal rates of freight on wheat and corn by railroad from Buffalo to New York during the year 1879:

1879.	Wheat, bu.	Corn, bu.
January 1 to May 4	9½	9
May 5 to May 15	7	6½
May 16 to May 28	6½	6
May 29 to July 25	5	4½
July 26 to July 29	5½	5
July 30 to August 10	6	5½
August 11 to August 15	7	6½
August 16 to August 25	8	7½
August 26 to October 12	9	8½
October 13 to November 9	10½	10
November 10 to December 31	12	11½

**Elevating and Storage Rates at Buffalo.**

The following shows the current rates as published by the Western Elevating Company, during the days specified in 1879:

JANUARY 1 to APRIL 30.—Winter storage, which commenced November 18, 1878, was: Elevating, including ten days' storage, one cent per bushel; seven-eighths of one cent to the grain and one-eighth of one cent to the vessel. Storage, each succeeding ten days or parts thereof, one-quarter of one cent per bushel. On grain in store on that date or after, the charge for winter storage will be one-quarter of one cent per bushel for each ten days or parts thereof until such charge (accumulated after November 18, 1878) shall amount to two cents per bushel; then the grain shall be free of storage until five days after the opening of canal navigation in 1879.

MAY 1 to SEPTEMBER 21.—For elevating and transferring half of one cent per bushel; for elevating, transferring and storing for first five days or parts thereof, five-eighths of one cent per bushel; for storage, each succeeding ten days, or parts thereof, in addition, one-quarter of a cent per bushel. The vessel pays, in addition to the above, one-eighth of one cent per bushel.

SEPTEMBER 22 to NOVEMBER 16.—For elevating and transferring, including five days' storage, seven-eighths of one cent per bushel. Storage, each succeeding ten days or parts thereof, one-quarter of a cent. The vessel pays, in addition to the above, per bushel, one-eighth of a cent.

NOVEMBER 17.—The following card was issued: "Elevating, including ten days' storage, seven-eighths of one cent per bushel. Storage, each succeeding ten days or parts thereof, one-quarter of one cent per bushel. The vessel pays, in addition to the above, per bushel, one-eighth cent. On all grain in store on that date or after, the charge for winter storage will be one-quarter cent per bushel for each ten days or parts thereof, until such charge (accumulated after November 17th, 1879) shall amount to two cents per bushel; then the grain shall be free of storage until five days after the opening of canal navigation in 1880."

**Arrivals and Clearances for the Season of Navigation.**

The following is a statement of the arrivals and clearances by lake of vessels of all kinds, with the total tonnage, at and from this port during the season of 1879:

COASTWISE ARRIVALS.		
	No.	Tons.
May .....	378	225,227
June .....	400	251,054
July .....	487	290,026
August .....	626	354,283
September .....	659	363,214
October .....	713	295,056
November .....	355	237,855
December .....	68	60,875
<b>Total .....</b>	<b>3,686</b>	<b>2,077,558</b>

COASTWISE CLEARANCES.		
	No.	Tons.
April .....	24	17,883
May .....	469	281,932
June .....	426	246,119
July .....	476	293,915
August .....	625	352,360
September .....	658	355,213
October .....	706	386,324
November .....	357	342,763
December .....	28	27,570
<b>Total .....</b>	<b>3,788</b>	<b>2,204,158</b>

AMERICAN FOREIGN ARRIVALS.		
	No.	Tons.
May .....	4	551
June .....	11	953
July .....	16	2,925
August .....	17	3,497
September .....	11	2,045
October .....	15	1,796
November .....	8	603
December .....	6	478
<b>Total .....</b>	<b>88</b>	<b>12,848</b>

AMERICAN FOREIGN CLEARANCES.		
	No.	Tons.
May .....	5	721
June .....	11	879
July .....	18	2,820
August .....	17	3,677
September .....	9	1,403
October .....	13	1,451
November .....	9	696
December .....	2	71
<b>Total .....</b>	<b>84</b>	<b>11,718</b>

FOREIGN ARRIVALS.		
	No.	Tons.
March .....	1	31
April .....	5	261
May .....	52	9,845
June .....	73	11,901
July .....	71	11,403
August .....	55	10,563
September .....	45	7,401
October .....	64	10,746
November .....	47	8,124
December .....	3	725
<b>Total .....</b>	<b>410</b>	<b>71,000</b>

FOREIGN CLEARANCES.		
	No.	Tons.
March .....	1	31
April .....	8	968
May .....	59	7,872
June .....	70	11,262
July .....	73	11,901
August .....	53	8,949
September .....	43	7,499

	No.	Tons.
October .....	55	7,924
November .....	46	8,795
December .....	2	534
<b>Total .....</b>	<b>390</b>	<b>65,435</b>

**Lake Arrivals and Departures.**

The following is a summary statement of the arrivals and departures of vessels, with their tonnage, in the District of Buffalo Creek, for the season of 1879; also a comparative statement showing the aggregate figures for twenty-eight years:

ARRIVALS.		
	No. vessels.	Tonnage.
Vessels in coastwise trade .....	3,686	2,077,558
Foreign vessels .....	504	83,848
<b>Totals, 1879 .....</b>	<b>4,190</b>	<b>2,161,406</b>
<b>Totals, 1878 .....</b>	<b>4,382</b>	<b>2,364,031</b>
<b>Decrease, 1879 .....</b>	<b>192</b>	<b>202,505</b>

DEPARTURES.		
	No. vessels.	Tonnage.
Vessels in coastwise trade .....	3,788	2,204,158
Foreign vessels .....	474	77,153
<b>Totals, 1879 .....</b>	<b>4,257</b>	<b>2,281,311</b>
<b>Totals, 1878 .....</b>	<b>4,361</b>	<b>2,304,657</b>
<b>Decrease, 1879 .....</b>	<b>104</b>	<b>23,346</b>

**COMPARATIVE TABLE FOR TWENTY-EIGHT YEARS.**

	No. vessels.	Tonnage.	Men.
1852 .....	9,441	3,092,247	127,491
1853 .....	8,298	3,252,973	128,112
1854 .....	8,942	3,090,224	120,838
1855 .....	9,211	3,360,233	111,575
1856 .....	8,128	3,018,589	112,051
1857 .....	8,833	3,229,806	132,183
1858 .....	8,833	3,329,246	86,887
1859 .....	10,521	5,952,626	1,8,119
1860 .....	11,517	4,710,175	129,497
1861 .....	13,866	5,963,806	144,173
1862 .....	16,390	6,689,191	166,133
1863 .....	15,376	6,757,903	157,415
1864 .....	14,105	6,891,318	148,161
1865 .....	13,746	7,032,593	145,074
1866 .....	13,682	6,954,859	144,622
1867 .....	12,825	5,806,969	129,300
1868 .....	11,812	4,254,339	116,320
1869 .....	10,201	4,007,496	103,673
1870 .....	10,625	4,157,733	105,798
1871 .....	10,894	4,892,641	115,299
1872 .....	10,303	4,078,058	106,291
1873 .....	9,959	4,886,733	107,785
1874 .....	7,447	3,641,019	82,862
1875 .....	6,278	3,259,839	71,292
1876 .....	4,624	2,757,986	55,459
1877 .....	6,785	3,539,219	73,893
1878 .....	8,713	4,668,688	No report
1879 .....	8,447	4,442,717	"

**Opening and Closing of Navigation.**

Statement showing the dates at which navigation opened and closed at Buffalo for ten years:

Year.	Lake opened.	Canal opened.	Canal closed.	Canal open.	No. days
1870 .....	April 16	May 10	Dec. 8		212
1871 .....	April 1	April 24	Nov. 28		220
1872 .....	May 6	May 13	Nov. 30		202
1873 .....	April 29	May 15	Nov. 24*		208
1874 .....	April 18	May 5	Dec. 5		215
1875 .....	May 12	May 18	Nov. 30		197
1876 .....	May 4	May 4	Dec. 1		209



	Lake opened.	Canal opened.	Canal closed.	No. Days Canal open.
1877.....	April 17	May 8	Dec. 7	213
1878.....	March 16	April 15	Dec. 7	237
1879.....	April 24	May 8	Dec. 6	212

\*Navigation unimpeded here for several days after this date, but no shipments made except to Lockport; navigation closed by ice east of Rome about the 24th; re-opened from December 12th to 25th, inclusive.

NOTE.—The Welland Canal opened May 5th and closed December 5th. The Straits of Mackinac opened April 22 1.

### Vessels Built and Enrolled.

The following is a list of vessels built and enrolled and licensed in the District of Buffalo Creek, N. Y., during the year 1879:

	Tonnage.
Tug Propeller T. H. Fulton.....	13.74
Steam Yacht Musette.....	10.10
Steamer Josephine B.....	68.49
Tug Propeller Minnie Maythem.....	12.78
Steam Yacht Parole.....	5.96
Tug Propeller M. M. Drake.....	13.31
Steam Yacht Fanchon.....	16.23
Steamer Mamie Higgins.....	77.49
Propeller New York.....	1,921.68
Steam Yacht Elizabeth.....	13.32
Schooner Highland Maid.....	14.24
Sloop Yacht Cygnet.....	15.77
Total tonnage, 1879.....	2,183.11
Total tonnage, 1878.....	3,685.12
Total tonnage, 1877.....	1,844.03

Decrease of tonnage in 1879 under 1878. 1,502.01

The vessels built but not enrolled during the years 1878 and 1879 were not reported at the Custom-house.

### Tonnage of Vessels.

The tonnage of the port of Buffalo, N. Y., for the fiscal year ending June 30, 1879, is shown by the following statement:

SAIL VESSELS.		
Schooners.....	72	Barks..... 2
Total.....		74
Total tonnage.....		36,922.90
STEAM VESSELS.		
Iron steamers.....	5	Iron yachts..... 2
Total.....		7
Total tonnage.....		6,381.08
Tug propellers.....	46	Propellers..... 47
Steam yachts.....	13	Sidewheel str..... 1
St'm canal boat.....	1	
Total.....		108
Total tonnage.....		49,227.16
BARGES.		
Barges.....		22
Total tonnage.....		5,203.32
Grand total 1879.....	211 vessels; tonnage	97,734.46
Grand total 1878.....	223 vessels; tonnage	98,004.31
Dec. 1879 under 1878.....	12 vessels; tonnage	359.85

NOTE.—No figures kept of the tonnage of canal boats excepting those propelled by steam power.

### Transfer of Vessels.

The following statement shows the number and description of the vessels changing owners by entire transfer at Buffalo during the year 1879:

Schooners.....	7	Tugs.....	6
Propellers.....	3	Yachts.....	2
Barges.....	6		
Total transfers, 1879.....			24
Total transfers, 1878.....			29
Decrease 1879 under 1878.....			5

### Comparative Receipts and Shipments and Cereal Crop Movement at Lake Ports.

COMPARATIVE RECEIPTS AT SIX WESTERN LAKE PORTS—Chicago, Milwaukee, Toledo, Detroit, Cleveland and Duluth, from January 1 to December 31:

	1879.	1878.	1877.
Flour, bbls.....	6,569,490	6,246,084	5,377,222
Wheat, bu.....	86,139,146	81,632,418	46,904,313
Corn, bu.....	74,980,433	76,432,177	61,920,124
Oats, bu.....	21,403,837	23,265,194	17,884,510
Barley, bu.....	9,306,150	9,281,857	6,889,665
Rye, bu.....	3,365,831	3,294,048	2,116,649
Total grain, bu.....	195,195,397	194,028,694	135,714,659
Flour to wheat, bu.....	32,847,450	31,230,420	26,886,110
Grand total, bu.....	228,042,847	225,259,114	162,600,769

COMPARATIVE SHIPMENTS AT SIX WESTERN LAKE PORTS—Chicago, Milwaukee, Toledo, Detroit, Cleveland and Duluth, from January 1 to December 31:

	1879.	1878.	1877.
Flour, bbls.....	6,767,279	6,447,392	5,514,887
Wheat, bu.....	75,036,746	69,419,248	44,390,378
Corn, bu.....	74,010,339	68,467,98	59,792,308
Oats, bu.....	16,690,26	19,006,748	15,793,102
Barley, bu.....	6,860,019	6,137,168	6,109,856
Rye, bu.....	3,416,228	2,995,567	1,791,415
Total grain, bu.....	175,983,529	166,025,929	127,820,059
Flour to wheat, bu.....	33,836,395	32,236,960	27,574,435
Grand total, bu.....	209,819,924	198,262,889	155,394,494

CEREAL CROP MOVEMENT AT LAKE PORTS COMPARED—Including receipts at Chicago, Milwaukee, Toledo, Detroit, Cleveland and Duluth, from August 1 to December 31, in the years named:

	1879.	1878.	1877.
Flour, bbls.....	2,852,865	2,657,504	1,988,428
Wheat, bu.....	51,254,649	47,385,739	38,930,163
Corn, bu.....	33,411,065	34,508,216	28,464,602
Oats, bu.....	9,709,588	12,163,341	8,822,334
Barley, bu.....	7,200,496	6,735,509	5,880,343
Rye, bu.....	2,183,269	2,170,853	1,526,542
Total grain, bu.....	103,858,968	103,963,658	83,623,981
Flour to wheat, bu.....	14,264,325	13,287,520	9,942,140
Grand total, bu.....	118,123,293	117,251,178	93,566,121

**Exports of Breadstuffs from New York.**

The following statement shows the foreign exports of flour and grain from New York for ten years:

	Flour, bbls.	Wheat, bush.	Corn, bu-sh.
1870	1,950,234	18,446,035	487,792
1871	1,669,400	21,968,600	13,016,600
1872	1,216,982	15,144,400	25,212,209
1873	1,655,331	37,801,809	15,587,500
1874	2,177,908	31,791,249	19,000,965
1875	1,954,000	28,192,700	12,338,700
1876	1,887,500	24,135,233	16,677,082
1877	1,476,771	20,712,442	26,174,276
1878	2,557,709	55,062,873	26,580,871
1879	3,399,733	62,239,144	33,770,838

	Oats, bush.	Barley, bush.	Rye, bush.
1870	98,086	92,431	62,431
1871	47,300	98,700	525,800
1872	31,739	22,066	668,031
1873	49,700	19,400	1,069,100
1874	122,528	3,590	641,660
1875	128,800	1,500	206,900
1876	620,536	87,883	1,326,423
1877	250,063	2,302,022	2,051,563
1878	5,690,782	1,618,667	2,998,033
1879	592,224	156,902	3,558,240

Reducing flour to grain bushels, the totals compare as follows:

	Bushels.	1875	Bushels.
1870	28,735,714	1875	49,249,160
1871	44,009,000	1876	52,203,632
1872	45,338,845	1877	58,871,221
1873	52,804,355	1878	104,740,191
1874	65,418,033	1879	117,226,312

**Crop Returns.**

The Agricultural Department at Washington publishes the following figures:

	HARVEST.	
	1878.	1879.
Wheat, bush.....	420,122,600	448,775,000
Corn, bush.....	1,333,218,750	1,514,809,000
Oats, bush.....	413,078,569	364,253,000
Rye, bush.....	23,842,790	23,640,500
Barley, bush.....	42,245,630	40,184,000
Buckwheat, bush.....	12,246,820	13,145,600
Cotton, bales.....	5,216,903	5,020,387
Tobacco, lbs.....	392,546,700	384,059,659
Hay, tons.....	39,408,066	35,618,600
Potatoes, bush.....	124,136,650	181,360,000

	VALUE OF CROP.	
	1878.	1879.
Wheat.....	\$326,346,124	\$499,008,000
Corn.....	441,153,405	580,259,000
Oats.....	101,945,830	129,855,000
Rye.....	13,502,826	15,553,000
Barley.....	21,489,315	23,655,300
Buckwheat.....	6,15,120	7,860,488
Cotton.....	190,854,611	231,000,000
Tobacco.....	22,137,428	21,454,591
Hay.....	285,543,752	325,851,280
Potatoes.....	73,050,125	78,971,000
Total value.....	\$1,488,370,866	\$1,904,490,659

**CANAL COMMERCE.**

**IMPORTS.**

STATEMENT of property left at Buffalo, on the Erie Canal, or which was left between that place and the Collector's Office next in order on the Canal; showing the quantity and average value of each article during the year 1879, going to the Western States, Canada and New York:

<i>The Forest.</i>			
Articles.	Quan- tity.	Reduced 2,000 lbs.	Value of each article.
Product of Wood.			
Boards and Scantling, feet.....	1,703,849	2,840	\$23,854
Shingles, M.....	30	4	105
Timber, cubic feet.....	82,862	1,658	2,072
Wood, cords.....	253	708	1,012
Total.....		5,210	\$27,043

<i>Agriculture.</i>			
Product of Animals.	Quan- tity.	Reduced 2,000 lbs.	Value of each article.
Hides, lbs.....	19,856	10	\$3,376
Total.....		10	\$3,376

<i>Vegetable Food.</i>			
Articles.	Quan- tity.	Reduced 2,000 lbs.	Value of each article.
Wheat, bu.....	38,516	1,156	\$13,908
Barley, bu.....	33,329	819	23,330
Oats, bu.....	209	3	70
Bran and ship stuff, lbs.....	71,836	36	718
Peas and beans, bu.....	11,433	343	14,433
Apples, bbls.....	2,498	177	1,998
Total.....		2,525	\$81,457

*Manufactures.*

Furniture, lbs.....	63,610	31	\$6,364
Iron, pig, lbs.....	77,026,927	38,513	1,078,378
Bloom and bar iron, lbs.....		38,513	8,079
Castings and iron ware, lbs.....	717,169	354	43,036
Domestic salt, lbs.....	130,445,522	65,223	430,470
Foreign salt, lbs.....	1,273,608	637	9,752
Total.....		104,920	\$1,575,879

*Merchandise.*

Sugar, lbs.....	101,299,371	50,605	\$8,602,797
Molasses, lbs.....	25,192,643	12,596	755,779
Nails, spikes and horse shoes, lbs.....	2,120,903	1,060	63,627
Iron and steel, lbs.....	11,398,043	5,654	339,241
Railroad iron, lbs.....	27,705,443	13,853	604,931
Flint, enamel, crock- ery and glassw., lbs.....	9,626,003	4,813	770,080
All oth. merchandise, lbs.....	142,270,775	71,138	7,114,539
Total.....		159,719	\$18,310,994

*Other Articles.*

Stone, lime and clay, lbs.....	98,956,292	49,475	\$395,801
Gypsum.....	1,246,100	626	1,246
Anthracite coal, lbs.....	188,267,574	94,134	282,402
Iron ore, lbs.....	16,322,722	8,161	47,336
Sundries, lbs.....	91,481,855	45,744	4,574,093
Total other articles.....		198,140	\$5,300,878

Totals of all of the above arti- cles.....		470,524	\$25,290,627
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## FREE LIST.

## Agriculture.

Product of Animals, Lard, tallow and lard oil, lbs.....	16,472	8	\$1,453
Cheese, lbs.....	66,492	33	3,990
Total .....		41	\$5,143
Vegetable Food.			
Flour, bbls.....	6,722	734	\$40,752
Cornmeal, bbls.....	570	63	1,140
Dried Fruit, lbs.....	22,291,225		
Total .....		796	\$41,892

All other Agricultural Products.			
Cotton, lbs.....	33,410	17	\$2,673
Unmanuf. tobacco, lbs.....	544,666	272	51,467
Hemp, lbs.....	1,448	1	72
Hops, lbs.....	30,000	15	3,000
Total .....		305	\$60,212

## Manufactures.

Domestic spirits, gals.....	3,765	15	\$3,765
Leather, lbs.....	202,094	101	40,419
Bar and pig lead, lbs.....	286,674	143	17,200
Domestic woollens, lbs.....	20,767,817	10,371	11,422,300
Domestic cottons, lbs.....	30,355,374	15,168	6,067,074
Total .....		25,798	\$17,550,758

## Merchandise.

Coffee, lbs.....	3,977,021	1,989	\$596,553
Totals of free list.....		28,929	\$18,251,558

Grand total, tons.....	449,453		
Grand total, value.....	\$43,554,185		

## EXPORTS.

STATEMENT of property first cleared at the Collector's Office at Buffalo on the Erie Canal during the year 1879, showing the quantity, toils and average value of each article, and also the whole amount of toils received at that office on each article of property during the same period; also quantity, tons and toils and average value on each article on the free list for 1879 coming from the Western States, Canada and New York:

## The Forest.

Articles.	Quan- tity.	Reduced to tons of 2,000 lbs.	Value of each article.
Product of Wood.			
Boards and scantling, feet.....	107,158,316	178,597	\$1,500,216
Shingles, M.....	34,690	4,325	131,101
Staves, lbs.....	56,029,617	28,015	392,207
Total of the forest, tons.....		210,937	
Total value.....			\$2,023,521
Total toils.....			58,037

## Agriculture.

Product of Animals.			
Hides, lbs.....	10,000	5	\$1,700

Total prod't of animals, tons.....	5		
Total value.....			\$1,700
Total toils.....			

Vegetable Food.			
Wheat, bu.....	29,708,039	891,269	\$33,867,917
Rye, bu.....	1,445,401	40,471	910,692
Corn, bu.....	21,506,162	602,171	9,247,650
Barley, bu.....	299,757	7,193	209,830
Barley malt, bu.....	295,683	5,926	295,683
Oats, bu.....	908,373	14,533	317,931
Bran and ship stuff, lbs.....	318,460	159	3,185
Peas and beans, lbs.....	22,441	673	22,441

Total vegetable food, tons.....	1,561,486		
Total value.....			\$44,875,239
Total toils.....			529,177

## Manufactures.

Furniture, lbs.....	8,500	4	\$850
Pig iron, lbs.....	1,845,800	923	25,843
Bloom and bar iron, lbs.....	5,250	3	131
Castings and iron ware, lbs.....	900		51

Total manufactures, tons.....	930		
Total value.....			\$26,876
Total toils.....			244

## Merchandise.

Sugar, lbs.....	41,100	21	\$3,434
Nails, spikes and horse shoes, lbs.....	42,400	21	1,272
Iron and steel, lbs.....	40,000	25	1,200
Flint, enamel, crock- ery and glassw., lbs.....	1,050	1	84
All oth. merchandise, lbs.....	1,160,836	580	58,042

Total merchandise, tons.....	643		
Total value.....			\$61,092
Total toils.....			46

## Other Articles.

Stone, lime and clay, lbs.....	8,000	4	\$82
Bituminous coal, lbs.....	56,573,814	28,287	67,889
Petroleum or earth oil, crude and ref., bbls.....	55,435	9,999	44,348
Sundries, lbs.....	7,924,043	3,962	396,204

Total other articles, tons.....	41,952		
Total value.....			\$508,473
Total toils.....			4,148

Totals of all of the above arti- cles, tons.....	1,815,953		
Total value.....			\$17,499,904
Total toils.....			591,652

## FREE LIST.

## Boats.

Total miles boats cleared.....	2,684,414		
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## The Forest.

Ashes, leached, bu.....	39,502	1,184	\$1,185
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## Agriculture.

Product of Animals.			
Pork, bbls.....	2,131	341	\$25,562
Lard, tallow and lard oil, bbls.....	35,500	18	2,485

Total .....	359		\$28,047
Vegetable Food.			
Flour, bbls.....	4,750	513	\$28,500
Cornmeal, bbls.....	1,939	209	3,873

Total .....	722		\$32,378
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All other Agricultural Products.			
Unmanuf. tobacco, lbs.....	2,500	1	\$20
Clover and grass seed, lbs.....	108,240	54	4,042
Flax seed, lbs.....	22,238,557	11,119	500,368

Total .....	11,174		\$504,660
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## Manufactures.

Domestic spirits, gals.....	46,950	187	\$46,950
Leather, lbs.....	17,500	9	3,500
Oilmeal and cake, lbs.....	729,549	365	14,594
Bar and pig lead, lbs.....	179,493	90	10,770

Total .....	651		\$75,814
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## Merchandise.

Coffee, lbs.....	300		\$45
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Totals of free list.....	14,090		\$612,126
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Grand total tons.....	1,830,843		
Grand total value.....			\$48,142,030
Grand total toils.....			591,652

## Imports and Exports.

IMPORTS.			
	1877.	1878.	1879.
Lumber, ft.....	323,071	888,145	1,703,849
Timber, cubic ft.....	8,225	5,016	82,862
Shingles, M.....	177	10	30
Wood, cwt.....	222	288	253
Cheese, lbs.....		56,189	66,492
Hides, lbs.....	459,117	25,055	19,856
Flour, bbls.....	8,107	4,319	6,792
Wheat, bu.....	4,711	16,000	38,516
Barley, bu.....	31,847	9,225	33,329
Clover and grass seed, lbs.....	30,220		
Barley malt, bu.....	2,500	2,200	
Oats, bu.....	2,000	1,100	200
Bran, etc., lbs.....	188,769	87,500	71,836
Beans and peas, bu.....	2,153	1,221	11,433
Cormeal, bbls.....		875	570
Live cattle, lbs.....		7,000	
Flax seed, lbs.....	779,292		
Hemp, lbs.....	59,301	513,506	1,448
Apples, bbls.....	7,045	20,772	2,498
Potatoes, bu.....	278		
Dried fruit, lbs.....	6,695,652	8,583,803	22,211,225
Unmanufact'd tobacco, lbs.....	13,495	77,966	544,666
Dom. spirits, galls.....	1,415	4,200	3,765
Fur and peltry, lbs.....		3,500	
Lard, tallow and lard oil, lbs.....		49,890	16,472
Wool, lbs.....		9,126	
Cotton, lbs.....		15,550	33,410
Hops, lbs.....			30,000
Dom. woollens, lbs.....	4,485,588	8,681,641	20,767,817
Dom. cottons, lbs.....	2,813,204	14,178,730	30,335,374
Furniture, lbs.....		290,015	63,640
Pig iron, lbs.....	10,667,195	21,749,199	77,026,917
Castings, etc., lbs.....	2,095,507	2,116,611	717,269
Bloom and bar iron, lbs.....	1,846,787	3,900,544	323,147
Bar and pig lead, lbs.....		9,623	286,674
Leather, lbs.....	80,925	82,383	202,094
Domestic salt, lbs.....	125,568,812	153,039,875	130,445,522
Foreign salt, lbs.....	1,891,926	5,704,110	1,273,608
Sugar, lbs.....	5,963,817	65,467,013	101,209,371
Molasses, lbs.....	4,739,792	7,962,244	25,192,643
Coffee, lbs.....	233,403	813,566	3,977,021
Nails & spikes, lbs.....	1,432,829	1,972,561	2,120,903
Iron and steel, lbs.....	555,999	2,467,469	11,308,043
Railroad iron, lbs.....	4,757,700	6,888,887	27,705,443
Crockery, etc., lbs.....	209,680	5,670,704	9,626,003
All other misc, lbs.....	32,374,228	120,918,788	142,270,775
Stone, lime, etc., lbs.....	69,708,919	103,945,555	90,950,292
Gypsum, lbs.....		135,270	1,246,100
Anthracite coal, lbs.....	419,219,210	216,324,286	184,267,574
Bitum's coal, lbs.....	20,000,000	20,705,112	4,000,000
Sundries, lbs.....	60,011,365	78,261,703	91,181,855
Iron ore, lbs.....	6,580,090	4,686,700	16,322,722
Total tons of articles carried.....	335,080	415,846	499,453
Total value of articles carried.....	\$12,310,455	\$14,500,274	\$43,554,185

## EXPORTS.

	1877.	1878.	1879.
Lumber, ft.....	79,783,686	95,310,685	107,158,316
Staves, lbs.....	82,359,650	77,182,200	56,029,617
Shingles, M.....	30,512	23,283	34,600
Furs and peltry, lbs.....	100,689		
Pork, bbls.....	36,007	15,198	2,131
Lard, tallow, etc., lbs.....	9,714,570	274,707	35,500
Hides, lbs.....	29,600	216,300	10,000
Timber, cubic feet.....		709	
Shes, leached, bu.....		7,000	39,502
Flour, bbls.....	4,216	2,811	4,750
Wheat, bu.....	13,270,120	25,833,877	29,708,669

	1877.	1878.	1879.
Rye, bu.....	977,334	1,823,736	1,445,401
Corn, bu.....	25,347,207	25,668,387	21,596,162
Barley, bu.....	1,078,368	900,562	299,757
Barley malt, bu.....	205,686	220,723	295,683
Oats, bu.....	3,407,280	4,327,117	908,373
Peas and beans, bu.....	514	27,215	22,441
Bran, etc., lbs.....	313,329	1,301,290	318,460
Apples, bbls.....	5,009	39	
Potatoes, bu.....	114	977	
Cormeal, bbls.....	1,565	1,008	1,939
Dried fruit, lbs.....	2,809		
Unmanufact'd tobacco, lbs.....			2,500
Clover and grass seed, lbs.....	4,403,475	1,064,907	108,749
Flax seed, lbs.....	2,628,271		22,328,587
Dom. spirits, galls.....	52,495	74,040	46,950
Oil and cake, lbs.....	2,644,506	931,427	729,649
Furniture, lbs.....		11,710	8,500
Pig iron, lbs.....	973,900	976,430	1,845,800
Bloom and bar iron, lbs.....	19,483	93,578	5,250
Castings, etc., lbs.....	12,200	117,664	900
Bar and pig lead, lbs.....	2,055,748	81,411	179,493
Dom. cotton, lbs.....	2,840		
Domestic salt, lbs.....		4,560	
Sugar, lbs.....	9,000	19,500	41,100
Coffee, lbs.....			300
Crockery, lbs.....	32,960	21,510	1,050
Other misc, lbs.....	541,878	828,205	1,163,896
Stone, lime, clay, lbs.....	3,223,015	1,980,305	8,900
Bitum's coal, lbs.....	58,499,941	79,640,631	56,573,814
Petroleum oil, cr'd and refined, bbls.....		153,371	55,435
Sundries, lbs.....	16,370,033	7,982,428	7,924,043
Nails & spikes, lbs.....		65,800	42,400
Iron and steel, lbs.....		7,000	49,000
Leather, lbs.....		1,000	17,500
Total tons of articles carried.....	1,359,122	1,946,692	1,850,843
Total value of articles carried.....	\$38,229,716	\$43,466,806	\$48,142,600
Tolls on boats on the canal.....	158		
Total tolls.....	467,921.74	628,439.45	850,165.2

## FLOUR AND GRAIN RECAPITULATION.

The exports of flour and grain, compared for three years, are shown thus:

	1877. May 8.	1878. April 16.	1879. May 8.
Canal opened.....			
Flour, bbls.....	4,216	2,811	4,750
Wheat, bu.....	13,270,420	25,833,877	29,708,669
Corn, bu.....	25,347,207	25,668,387	21,596,162
Oats, bu.....	3,407,280	4,327,117	908,373
Barley, bu.....	1,078,368	900,562	299,757
Rye, bu.....	977,334	1,823,736	1,445,400
Total, bu.....	41,680,609	58,553,679	53,868,392
Flour to wheat, bu.....	21,080	14,055	23,750
Grand total, bu.....	74,101,689	58,567,734	53,892,142

NOTE.—In 1874 there were shipped 104,754 bushels of barley malt, 153,853 bushels in 1875, 215,238 bushels in 1876, 205,986 bushels in 1877, 220,723 bushels in 1878 and 295,683 bushels in 1879. Of peas and beans 208 bushels in 1874, 3,844 bushels in 1875, 826 bushels in 1876, 514 bushels in 1877, 27,215 bushels in 1878 and 22,441 bushels in 1879.

**Eastward and Westward Movement on Erie Canal.**

The following statement shows the amount of freight by tons moved on the Erie Canal eastward and westward for ten years:

**SHIPMENTS OF EASTWARD MOVING FREIGHT FROM BUFFALO.**

Years.	Products of the forest, tons.	Products of animals, tons.	Veg'ble food, tons.
1870	402,390	250	802,541
1871	309,080	179	1,344,941
1872	347,695	52	1,322,981
1873	296,128	29	1,433,653
1874	216,893	38	1,164,392
1875	151,953	39	1,007,559
1876	124,379	23	783,122
1877	183,019	10,633	1,220,249
1878	234,433	2,686	1,635,082
1879	212,121	364	1,562,208

Years.	Other ag'l products, tons.	Manufac-tures, tons.	Mer-chandise, tons.	Total value.
1870	610	5,152	767	
1871	1,835	2,654	534	
1872	1,411	564	367	
1873	19	906	853	
1874	204	846	530	
1875	7	11,602	337	
1876	29	373	335	
1877	3,516	3,394	292	
1878	532	1,406	472	
1879	11,174	1,581	643	

Years.	Other articles, tons.	Total value.
1870	93,194	\$37,333,208
1871	112,944	99,426,629
1872	101,962	52,855,537
1873	94,035	49,772,070
1874	65,269	46,241,875
1875	38,051	49,608,163
1876	33,213	24,411,554
1877	38,049	38,229,716
1878	75,758	43,46,806
1879	41,932	\$48,142,030

**Total Amount of Tolls Received.**

1870	\$1,060,072 03	1875	\$789,830 24
1871	1,389,909 81	1876	583,644 42
1872	1,416,049 31	1877	467,921 74
1873	1,415,634 33	1878	628,439 45
1874	1,196,780 55	1879	591,652 00

**RECEIPTS OF EASTWARD MOVING FREIGHT AT BUFFALO.**

Years.	Products of the forest, tons.	Products of animals, tons.	Veg'ble food, tons.
1870	4,276	11	9,266
1871	2,917	31	711
1872	3,467	187	2,367
1873	2,465	72	5,170
1874	2,014	37	15,174
1875	1,529	206	7,521
1876	1,507	88	3,452
1877	1,356	230	5,881
1878	1,874	72	7,211
1879	5,210	51	3,321

Years.	Other ag'l products, tons.	Manufac-tures, tons.	Mer-chandise, tons.	Total value.
1870	78,006	108,967	151,560	
1871	86,646	126,576	63,369	
1872	101,519	69,547	30,921	
1873	108,526	69,547	4,627	
1874	99,305	74,422	24,675	
1875	3	204,893	106,060	
1876	4	130,708	161,708	
1877	442			
1878	304			
1879	305			

Years.	Other articles, tons.	Total tons.	Total value.
1870	438,333	633,819	\$29,530,501
1871	321,662	538,593	25,124,220
1872	430,846	609,616	32,178,888
1873	522,051	701,653	19,568,226
1874	373,903	526,311	8,646,640
1875	403,445	555,237	9,193,785
1876	242,815	313,036	5,045,911
1877	287,760	395,080	12,310,455
1878	212,038	432,472	22,474,227
1879	198,140	499,453	\$43,554,185

**Canal Tolls.**

The following table shows the aggregate receipts of tolls at Buffalo from the opening to the close of navigation for a series of years:

1879	\$591,652 00	1874	\$1,196,634 33
1878	628,439 45	1873	1,415,634 33
1877	467,921 74	1872	1,416,049 31
1876	583,644 42	1871	1,389,909 81
1875	789,830 24	1870	1,060,072 03

Canal opened May 8th, 1879; April 15th, 1878; May 8th, 1877; May 4th, 1876, and May 18th, 1875.

The tolls for 1879 from Buffalo to West Troy are as follows (distance 345 miles): Wheat, bushel of 60 lbs, 1c 0m 35f; corn, bushel of 56 lbs, 0c 9m 66f; rye, bushel of 56 lbs, 0c 9m 66f; barley, bushel of 48 lbs, 0c 8m 28f; oats, bushel of 32 lbs, 0c 5m 52f; malt, bushel of 34 lbs, 0c 5m 86f.

**Canal Clearances.**

The following statement shows the number of boats cleared from the opening to the closing of navigation for a series of years:

1879	8,708	1874	7,623
1878	9,047	1873	9,668
1877	6,938	1872	8,656
1876	4,853	1871	8,795
1875	6,349	1870	6,855

**Canal Freights from Buffalo to New York.**

The following table shows the ruling rates of freights to New York from Buffalo (tolls included, excepting for staves) on the dates specified in 1879:

1879.	Wheat, bu.	Corn, bu.	Oats, bu.	Pine Staves, M ft.	Staves, p. ton o'r'roll.
May 8	5½c	5c	4c	\$2 50	----
May 10	4½	4	3	2 50	----
May 17	4½	4½	3½	2 50	----
May 24	4½	4	3	2 25	----
May 31	4½	4	3	2 30	\$1 20
June 7	4	3½	2¾	2 25	1 20
June 14	4½	3¾	3	2 25	1 20
June 21	3¾	3¾	2½	2 25	1 00
June 28	4½	4	3	2 25	@ 1 09
July 5	5	4½	3½	2 40	1 13
July 12	5	4½	3½	2 50	1 33
July 19	5	4½	3½	2 60	1 44
July 26	5	5	3½	2 65	1 44
Aug. 2	6	5½	3½	2 75	1 50
Aug. 9	6	5½	3½	2 90	1 63
Aug. 16	6½	5½	4	3 00	1 75
Aug. 23	7½	6½	4½	3 50	1 88
Aug. 30	7½	6½	4½	3 50	1 83
Sept. 6	7½	6½	4½	3 60	2 00
Sept. 13	7½	7	4½	3 60	2 00
Sept. 20	8½	7½	5½	3 50	1 80
Sept. 27	9½	8½	6	3 50	2 00
Oct. 4	7½	7	4½	3 75	2 13
Oct. 11	7½	6½	4	4 00	2 25

1879.	Wheat, bu.	Corn, bu.	Oats, bu.	Lumber, M. ft.	Staves, p. ton.
Oct. 18.....	9	8	5½	3 85	2 00
Oct. 23, 24, 25.....	12	11	---	---	---
Oct. 25.....	11	9	7	4 00	2 38
Nov. 1.....	10	8	6	4 00	2 38
Nov. 8.....	10	9	6½	4 00	2 38
Nov. 15.....	10½	9	6½	4 00	2 50
Nov. 22.....	10½	9½	6¾	4 00	2 50
Nov. 25.....	10½	---	---	---	---

	1877.	1878.	1879.
	May 8.	April 15.	May 8.
Canal opened			
Total grain, bu	47,935,500	62,938,600	56,935,000
Flour to wheat, bu	147,500	72,000	42,000
Grand total, bu.	48,083,000	63,010,600	56,977,000

The receipts at tide-water by canal of the new crop of barley were 3,045,400 bushels, against 2,988,000 bushels in 1878, 5,126,500 bushels in 1877, 3,632,100 bushels in 1876, 3,833,600 bushels in 1875, 3,354,300 bushels in 1874, 2,130,800 bushels in 1873 and 4,147,100 bushels in 1872.

**Receipts at Tide-Water by Canal of Flour, Grain, Etc.**

The following comparative table shows the quantity of the principal articles of produce left at tide-water from the commencement to the close of navigation in the years indicated:

	1877.	1878.	1879.
Canal opened	May 8.	April 15.	May 8.
Flour, bbls.....	29,500	14,400	8,400
Wheat, bu.....	12,739,600	23,557,500	20,178,000
Corn, bu.....	23,623,100	25,304,600	30,074,000
Barley, bu.....	5,473,700	3,270,800	3,130,800
Rye, bu.....	1,282,700	2,149,300	2,053,900
Oats, bu.....	4,208,900	5,156,400	1,118,900
Malt, bu.....	607,500	500,000	379,400

The receipts for ten years compare as follows (malt not included):

Year.	Flour, bbls.	Grain and flour, reduced, bush.
1870.....	452,700	37,641,265
1871.....	288,285	54,695,930
1872.....	137,300	51,896,660
1873.....	155,500	47,803,200
1874.....	113,600	48,687,500
1875.....	37,100	37,674,200
1876.....	29,500	30,845,300
1877.....	14,400	47,475,500
1878.....	8,400	62,510,400
1879.....	8,400	56,597,600

# LIVE STOCK TRADE.

**Range of Prices on the Principal Sales Day of Each Week During the Year.**

We present below our usual tables showing the receipts and shipments of Live Stock by the different routes during the year 1879, with comparative tables of the total receipts, showing the growth of trade for the last 23 years, and a carefully prepared table of the range of prices on the principal market day of each week during the year:

**RECEIPTS.**

**PER LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.**

Month.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
January.....	1,872	982	174	53
February.....	2,313	1,201	244	92
March.....	2,589	948	305	143
April.....	2,854	877	299	163
May.....	3,700	980	314	126
June.....	3,764	871	493	107
July.....	4,112	709	412	65
August.....	3,782	829	239	57
September.....	3,110	1,029	154	76
October.....	3,009	1,636	146	81
November.....	2,674	1,673	151	75
December.....	2,827	1,212	259	69

Month.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
Total, 1879.....	36,606	12,947	3, 90	1,097
1878.....	31,391	13,309	2,983	597
1877.....	24,485	7,744	2,144	610
1876.....	29,771	7,999	2,421	566
1875.....	22,335	7,300	2,131	915
1874.....	22,147	11,049	2,056	1,103
1873.....	22,401	14,078	2,362	1,687
1872.....	20,710	12,019	1,833	1,188
1871.....	17,080	7,252	1,655	722
1870.....	15,631	6,354	2,217	425

**PER CANADA SOUTHERN RAILWAY.**

Month.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
January.....	147	75	61	5
February.....	27	91	71	11
March.....	11	134	34	11
April.....	12	237	85	17
May.....	9	190	47	13
June.....	1	224	12	7
July.....	1	185	18	11
August.....	0	188	63	7
September.....	3	302	62	5
October.....	5	219	48	3
November.....	13	157	32	1
December.....	3	142	56	0
Total, 1879.....	232	2,141	592	91
1878.....	3,123	2,955	7,020	80
1877.....	4,174	1,006	643	50
1876.....	3,597	319	598	87
1875.....	3,477	837	562	81
1874.....	4,141	898	431	204

PER GRAND TRUNK RAILWAY.

Month.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
January	48	1	38	3
February	7	0	23	4
March	35	2	55	10
April	29	8	48	4
May	13	0	14	3
June	0	0	8	7
July	0	8	36	2
August	0	23	104	1
September	6	45	174	4
October	31	69	132	4
November	28	66	83	10
December	5	30	101	4
Total, 1879	202	252	816	56
1878	1,150	166	773	36
1877	278	67	227	39
1876	1,290	60	631	80
1875	2,604	76	879	37
1874	2,533	321	919	38

PER GREAT WESTERN RAILWAY.

Month.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
January	32	53	44	1
February	23	158	70	5
March	34	141	51	7
April	35	88	22	16
May	5	128	10	11
June	6	159	9	10
July	4	109	27	4
August	4	61	64	2
September	16	140	58	4
October	35	177	36	0
November	24	72	52	4
December	10	35	57	3
Total, 1879	228	1,321	500	67
1878	3,028	142	655	70
1877	2,409	485	496	67
1876	1,565	1,023	711	51
1875	1,192	1,065	633	98
1874	860	164	530	26

SHIPMENTS.

PER NEW YORK CENTRAL & HUDSON RIVER RAILWAY.

Month.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
January	1,694	708	224	60
February	2,114	965	285	84
March	2,194	797	319	119
April	2,485	790	322	156
May	3,362	864	276	124
June	3,167	758	422	101
July	3,447	629	415	47
August	3,208	717	330	49
September	2,650	973	266	67
October	2,503	1,370	214	69
November	2,259	1,359	212	68
December	2,389	895	286	53
Total, 1879	31,482	10,825	3,571	1,027
1878	26,763	10,924	3,120	634
1877	28,287	5,381	2,570	667
1876	26,325	5,571	2,320	396
1875	24,175	3,737	2,524	806
1874	21,288	9,207	2,234	1,207
1873	17,825	9,254	2,067	1,531
1872	18,045	6,642	2,117	854
1871	14,363	4,110	1,205	536
1870	13,022	26,78	1,399	343

PER NEW YORK, LAKE ERIE & WESTERN RAILWAY.

Month.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
January	219	117	86	6
February	198	254	115	13
March	379	275	117	28
April	368	257	68	33
May	275	310	37	31

Month.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
June	87	314	38	25
July	588	186	61	15
August	423	202	104	10
September	399	310	122	15
October	410	421	144	20
November	386	300	124	22
December	371	187	83	15

Total, 1879	4,403	3,133	1,089	233
1878	8,634	3,646	1,143	170
1877	8,385	2,206	919	104
1876	7,783	2,503	986	95
1875	4,252	2,366	1,058	106
1874	2,913	1,383	1,46	82
1873	4,050	3,339	1,408	141
1872	2,716	3,646	658	174
1871	6,945	2,636	702	153
1870	7,826	2,671	1,146	111

RECAPITULATION.

GRAND TOTAL RECEIPTS FOR 1879.

Routes.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
L. S. & M. S. R. R.	36,406	12,547	3,190	1,097
Canada Southern	232	2,141	592	91
Grand Trunk	202	252	816	66
Great Western	228	1,321	500	67
Total, 1879	37,268	16,961	5,098	1,311
1878	38,625	17,947	5,161	850
1877	31,348	10,593	3,818	766
1876	3,223	10,901	4,349	784
1875	30,203	9,281	4,205	1,137
1874	23,682	12,141	3,919	1,371

GRAND TOTAL SHIPMENTS FOR 1879.

Routes.	Cattle cars.	Hogs cars.	Sheep cars.	Horses cars.
N. Y. C. & H. R. R.	31,482	10,825	3,571	3,571
Eric Railway	4,403	3,133	1,089	233
Total, 1879	35,885	13,958	4,660	3,804

GROWTH OF THE TRADE.

The following table shows the growth of the trade since 1857:

	Cattle head.	Hogs head.	Sheep head.	Horses head.
1857	108,243	117,168	397,549	.....
1858	134,073	92,194	315,731	.....
1859	103,337	73,619	189,579	.....
1860	156,972	85,770	145,354	.....
1861	141,921	101,079	238,352	.....
1862	129,433	103,671	524,076	.....
1863	151,789	92,128	474,849	.....
1864	135,797	301,629	155,059	.....
1865	212,839	300,014	207,208	.....
1866	275,091	552,811	344,560	.....
1867	257,872	697,440	239,913	.....
1868	265,105	476,578	385,815	7,773
1869	347,871	794,272	351,450	12,038
1870	388,057	739,519	561,447	7,896
1871	384,294	886,014	551,131	13,319
1872	379,086	1,145,109	606,748	20,786
1873	449,738	1,662,500	734,400	28,386
1874	504,594	1,431,800	783,800	21,336
1875	513,530	1,067,300	841,000	18,187
1876	615,790	1,150,210	874,928	12,542
1877	569,915	1,128,770	703,630	12,557
1878	657,809	2,063,765	1,032,235	13,602
1879	633,556	1,916,015	1,019,600	20,976

STOCK SLAUGHTERED.

The estimated amount of stock slaughtered in this city for the last six years is as follows:

	Cattle head.	Hogs head.	Sheep head.
1874	35,073	173,300	96,800
1875	19,556	159,590	118,200
1876	25,651	208,560	103,678
1877	20,158	17,000	47,500
1878	53,125	387,210	175,285
1879	23,511	310,845	87,600

RANGE OF PRICES.

The following exhibit shows the prevailing prices per cwt. during the principal market day in each week on cattle, hogs, sheep and lambs:

Cattle.			
	Common to fair.	Good to best.	Stockers & feeders.
January	4.....\$2 00@3 75	\$4 10@5 50	\$2 00@3.25
	11.....2 00 3 75	4 0@5 50	2 00@3 00
	18.....2 25@3 85	4 30@5 87	2 75@3 25
	25.....2 15@3 90	4 00@4 50	2 75@3 25
February	2.....2 00@3 90	4 00@5 25	2 90@3 50
	8.....2 00@4 15	4 25 5 25	2 90@3 50
	15.....2 00@4 35	4 45@5 50	3 00 3 50
	22.....2 15@4 35	4 40@5 30	3 25@3 65
March	1.....2 00@4 35	4 40@5 30	3 50@4 00
	8.....2 10 4 15	4 25 5 10	3 25@4 00
	15.....2 00@4 15	4 25@5 15	3 25@3 85
	22.....2 25@4 40	4 50@5 80	3 00@3 75
	29.....2 50@4 50	4 60@5 92	3 00@3 75
April	5.....3 00@4 65	4 70@5 50	2 75@3 75
	12.....3 00@4 40	4 50@5 60	3 50@3 85
	19.....2 50 4 25	4 30@5 40	3 40@3 85
	26.....2 50@4 25	4 30@5 62	3 40@3 85
May	3.....3 00@4 30	4 40@5 50	3 30@3 85
	10.....3 00 4 30	4 40@5 25	3 30 4 25
	17.....3 00@4 60	4 70@5 70	3 75@4 25
	24.....3 00@4 50	4 60@5 60	3 30 4 25
June	31.....3 00@4 40	4 50@5 40	3 50@4 40
	8.....2 50@4 25	4 40@5 25	3 00@4 00
	15.....2 75@4 25	4 30@5 25	3 00@4 17
	21.....2 50@4 35	4 40@5 00	2 90@4 15
	28.....2 50@4 50	4 50@5 25	2 75@3 75
July	5.....2 50@4 25	4 35@5 00	2 65@3 50
	12.....2 25@4 25	4 35@5 00	2 75@3 50
	19.....2 50@4 25	4 35@5 40	2 25@3 35
	26.....2 00@4 10	4 20@5 12	2 75@3 35
August	3.....1 75@4 10	4 20@5 25	2 75@3 25
	9.....1 75@4 15	4 25@5 25	2 75@3 25
	16.....2 25@4 25	4 35@5 35	2 75@3 25
	23.....2 25@4 40	4 50@5 40	2 75@3 25
	30.....2 25@4 40	4 50 5 25	2 75@3 40
September	6.....2 25@4 40	4 50@5 35	2 90@3 40
	13.....2 00@4 40	4 50@5 50	2 50@3 40
	20.....1 50@4 00	4 20@5 15	2 40@3 40
	27.....2 00@3 90	4 10@5 10	2 50@3 50
October	4.....2 00@4 00	4 10@5 35	2 25@3 40
	11.....2 00@4 00	4 10@5 35	2 25@3 40
	18.....2 00@4 10	4 15@5 10	2 25@3 45
	25.....2 00@4 35	4 40@5 25	2 50@3 40
November	1.....2 00@4 25	4 30@5 25	2 40@3 40
	8.....1 80@3 90	4 00@5 12	2 40@3 10
	15.....2 00@3 90	4 00@5 00	2 35@3 00
	22.....2 15@4 15	4 30@5 75	2 20@3 10
	29.....2 00@4 15	4 30@5 35	2 40@3 10
December	6.....2 25@4 25	4 60@5 90	2 40@3 40
	13.....2 15@4 50	4 55@7 75	2 45@3 35
	20.....1 75@4 25	4 30@5 50	2 40@3 15

Hogs.		
	Yorkers.	Medium and heavy.
January	4.....\$2 65@3 90	\$2 25@3 10
	11.....2 95@3 10	2 25@3 25
	18.....2 90@3 20	2 25@3 45
	25.....3 20@3 60	2 75@3 75
February	2.....3 50@3 85	2 50@4 05
	8.....3 75@4 10	3 00@4 33
	15.....3 90@4 13	2 75@4 35
	22.....4 10@4 20	3 75@4 30
March	1.....3 90@4 35	3 75@4 40
	8.....3 90@4 15	3 75@4 35
	15.....3 75@4 07	3 50@4 15
	22.....3 90@4 50	3 50@4 25
	29.....3 90@4 50	3 25@4 60
April	5.....3 75@4 00	3 25@4 25
	12.....3 80@4 00	3 65@4 35
	19.....3 60@3 80	3 50@4 25
	26.....3 50@3 70	2 75@4 00
May	3.....3 60@3 70	2 75@3 80
	10.....3 60@3 80	2 75@3 90
	17.....3 70@3 80	3 50@3 85
	24.....3 60@3 75	3 25@3 77
	31.....3 50@3 70	3 25@3 75

		Yorkers.	Medium and heavy.
June	8.....	3 60@3 70	3 25@3 85
	15.....	3 25@4 07	3 25@4 15
	21.....	3 90@4 10	3 25@4 15
	28.....	3 90@4 05	3 20@4 05
July	5.....	3 90@4 00	3 25@4 10
	12.....	4 10@4 15	3 25@4 17
	19.....	3 65@3 90	3 25@4 00
	26.....	3 75@4 00	3 25@4 00
August	3.....	3 70@3 80	3 00@3 75
	9.....	3 15@3 85	3 00@3 90
	16.....	3 50@4 30	3 25@4 10
	23.....	3 50@3 30	3 00@3 75
	30.....	3 40@3 60	3 00@3 63
September	6.....	3 50@3 75	3 00@3 70
	13.....	3 40@3 80	3 00@3 90
	20.....	3 50@4 05	3 10@4 00
	27.....	3 50@3 85	3 20@4 00
October	4.....	3 50@3 90	2 75@3 80
	11.....	3 70@4 20	2 25@4 15
	18.....	3 75@4 65	3 00@4 07
	25.....	3 60@3 95	2 75@4 00
November	1.....	3 60@4 10	3 00@4 10
	8.....	3 40@3 70	2 50@3 90
	15.....	3 45@3 95	3 15@4 30
	22.....	4 00@4 30	3 25@4 37
	29.....	3 85@4 00	3 40@4 40
December	6.....	4 25@4 60	3 55@4 30
	13.....	4 25@4 60	3 65@4 90
	20.....	4 15@4 25	3 75@4 75
	27.....	4 50@5 00	3 75@5 00

Sheep and Lambs.

		Western.	Canada lambs.
January	4.....	\$3 25@4 50	\$4 25@5 37
	11.....	3 60@5 00	4 75@5 00
	18.....	3 25@4 40	4 75@4 90
	25.....	3 75@5 00	4 75@5 00
February	2.....	4 00@5 25	5 25@5 50
	8.....	4 10@5 50	5 00@5 75
	15.....	4 25@5 75	5 00@5 75
	22.....	4 25@5 30	5 00@5 75
March	1.....	4 25@5 25	5 10@5 75
	8.....	4 25@5 75	5 00@5 75
	15.....	4 40@5 70	5 00@5 75
	22.....	4 25@5 60	5 00@5 50
	29.....	4 50@6 00	5 00@5 50
April	5.....	4 90@6 25	No sales
	12.....	4 95@6 25	"
	19.....	4 75@6 12	"
	26.....	3 75@6 00	"
May	3.....	3 75@6 00	"
	10.....	3 90@5 80	"
	17.....	4 00@5 25	"
	24.....	3 25@5 25	"
	31.....	3 25@5 25	"
June	8.....	3 25@5 25	"
	15.....	3 25@5 75	"
	21.....	3 25@5 50	"
	28.....	2 40@5 00	"
July	5.....	3 00@5 00	"
	12.....	3 20@5 00	"
	19.....	3 50@4 75	5 40@5 80
	26.....	3 00@4 75	5 40@5 80
August	3.....	3 00@4 75	4 75@5 40
	9.....	3 00@4 75	5 25@5 50
	16.....	3 00@5 00	5 00@5 35
	23.....	3 00@4 75	5 00@5 35
	30.....	3 00@4 70	5 00@5 25
September	6.....	3 00@4 70	4 50@5 00
	13.....	3 00 4 75	4 50@4 75
	20.....	2 90@4 50	4 50@4 75
	27.....	3 00@4 50	4 50@4 75
October	4.....	3 00@4 35	4 25@4 60
	11.....	3 00@4 50	4 40@4 75
	18.....	3 00@4 50	4 85@5 29
	25.....	3 25@4 25	5 00@4 50
November	1.....	3 25@4 25	5 0 0@5 20
	8.....	3 25@4 50	4 60@5 00
	15.....	3 15@4 25	4 50@4 70
	22.....	3 00@4 50	5 00@5 25
	29.....	3 25@4 50	4 25@5 20
December	6.....	3 25 4 50	5 15@5 37
	13.....	3 75@4 50	5 75@6 04
	20.....	3 50 5 50	5 75@6 25
	27.....	3 75@5 75	6 25@6 50



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WILLIAM THURSTONE,  
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 EXPERT OF THE BUREAU OF STATISTICS.

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 OF BUFFALO.

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 D. S. AUSTIN, ..... Vice President.  
 P. G. COOK, Jr., ..... Secretary and Treasurer.

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W. F. CHANDLER.

WM. PETRIE & CO.  
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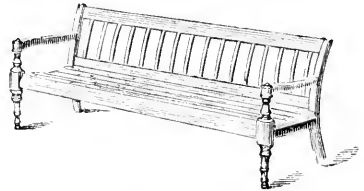
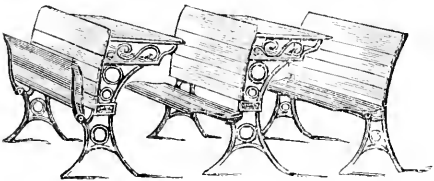
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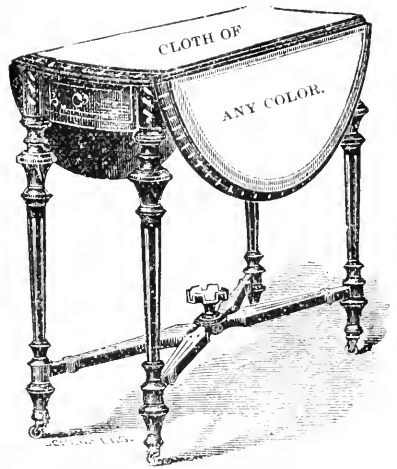
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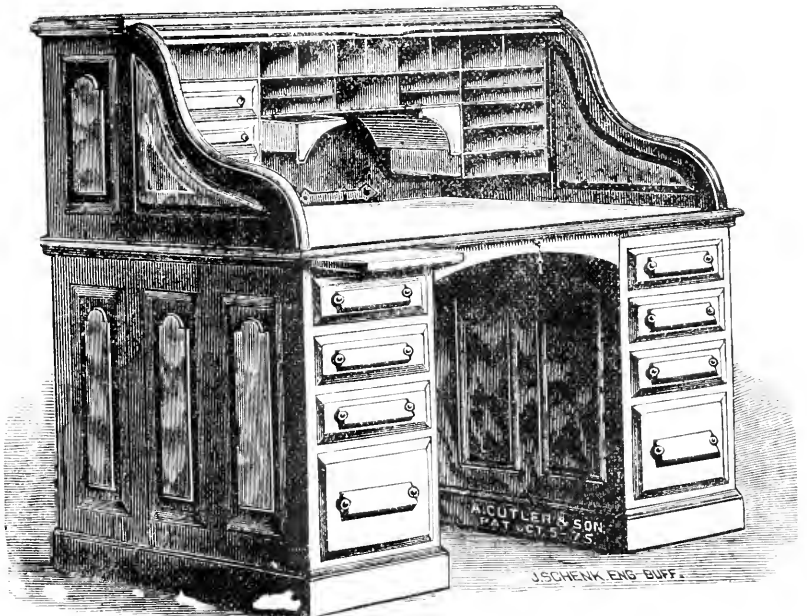
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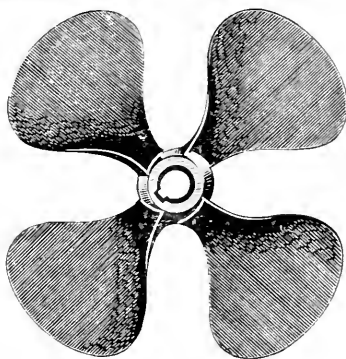
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CASH CAPITAL	\$200,000.00
RESERVE FOR RE-INSURANCE	150,429.11
RESERVE FOR UNPAID LOSSES	11,186.39
RESERVE FOR OTHER LIABILITIES	4,675.78
NET SURPLUS OVER ALL LIABILITIES	433,866.17

### ASSETS.

\$800,157.45

U. S. Bonds	\$282,305.00	Call Loans	\$ 31,000.00
Lake Shore & M. So. R. R. Bonds	25,000.00	Due from Agents	34,516.42
Bonds and Mortgages	38,970.00	Accrued Rents and Interest	1,106.08
Real Estate	275,000.00	Cash on hand and in various Banks	102,959.95
Etna Insurance Co. Stock	9,000.00		\$800,157.45

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"Special Reserve Fund," deposited with the Insurance Department of the State of New York, par value, \$300,000, Market value. . . . . \$206,850.00

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