

F
129
.B8C5

<http://stores.ebay.com/Ancestry-Found>

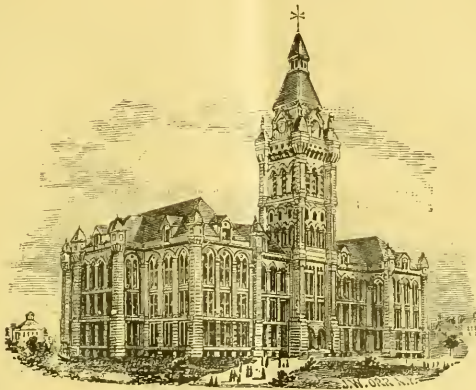
<http://stores.ebay.com/Ancestry-Found>



<http://stores.ebay.com/Ancestry-Found>

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.

THE
CITY OF BUFFALO

AND

Compliments of the

BOARD OF TRADE,

BUFFALO, N. Y.

—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, 197 Main Street.

1880.

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, . . . \$51,000,0

FOREIGN BRANCHES,

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.

✓

THE

CITY OF BUFFALO

AND

ITS SURROUNDINGS.

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, 197 Main Street.

1880.

77

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. LOTHBRIDGE,
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. LOTHBRIDGE, 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.

F129
B8C5

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. $42^{\circ} 53' N.$, long. $78^{\circ} 55' W.$, 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 Sup-pose" on the map accompanying his travels.

This fort was intended as a check against the neighboring Iroquois and Seneca Indians. In 1795, La Rochefoucault Lianconkt, 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 unequaled 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, Manufactures' 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, unequaled 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 901 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 33,508,300 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 28th 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 9½c 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 11½c on and after November 10th.

Elevating and storage rates on grain opened at ½c per bushel, including ¼c to vessel: on September 22d and after they were 1c per bushel, including ½c to vessel. On November 17th winter rates commenced. From the opening until September 22d, where no storage was had ½c 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 73, 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 20th 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, 107,153,316 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 23,238,587 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 woollens 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 5½c for wheat and 5c for corn; gradually declined to 3½c and 3¼c for the week ending June 28th; then advanced to 9½c 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 223,042,847 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	6,035	---
Broomcorn, bbls.....	1,385	933	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, bbs.....	6,342	8,758	6,064
Copper, cakes and bars.....	12,616	8,781	17,791
Cattle, no.....	---	11	---
Horses, 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.....	195	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, tcs.....	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	6,985
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.....	---	---	1,550

	1877.	1878.	1879.
Lumber, feet.....	141,572,469	176,322,464	202,443,612
Lath, pcs.....	6,392,200	3,535,000	4,644,000
Millfeed, lbs.....	407,000	---	---
Oats, bu.....	4,279,229	5,122,972	1,104,793
Oatmeal, bbls.....	1,657	7,518	2,500
Oatmeal, bags.....	---	---	4,443
Oil cake, pkgs.....	32,084	73,443	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.....	3,540	---	536
Silver ore, tons.....	620	---	---
Seed, bags.....	265,993	351,716	293,742
Seed, bu.....	---	---	434,312
Stone, tons.....	834	---	59
Stone, cords.....	1,489	1,175	---
Salt, bbls.....	1,000	---	---
Staves, no.....	18,284,885	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.....	2,766	3,358	4,143
Tallow, lbs.....	130,780	83,400	---
Tallow, pkgs.....	1,650	---	100
Tallow, bbls.....	590	278	411
Tallow, tes.....	100	11,288	---
Ties, no.....	172,679	160,000	271,693
Whisky, bbls.....	27	51	---
Wool, bales.....	942	337	2,427
Wool, cords.....	2,516	1,084	1,400
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	35,133,835	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	15,847,500
Oats, bu.....	3,069,100	5,721,300	8,809,100
Barley, bu.....	679,600	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..	5,562,000	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, lbrs.....	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.....	110,090	73,550	119,572
Cornmeal, bbls.....	231,200	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
Hogs, cars.....	8,615	13,017	12,503
Hemp, 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.....	153,010	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	238,450
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, hhdts.....	6,525	5,251	5,623
Tallow, bbls or pkgs	7,779	8,445	7,080
Tunbark, 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	35,300	126,200
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.....	48,623	45,910	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	10,344,272	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.....	126,895	450,350	94,490
1838.....	277,620	943,117	34,148
1839.....	194,125	1,117,262	.....
1840.....	597,142	1,004,561	71,337
1841.....	730,040	1,635,400	201,081
1842.....	734,408	1,556,420	145,539
1843.....	917,517	1,827,241	223,906
1844.....	815,030	2,174,500	137,978
1845.....	746,750	1,770,740	54,200
1846.....	1,374,529	4,744,184	1,455,253
1847.....	1,857,000	6,459,100	2,362,800
1848.....	1,249,000	4,520,117	2,225,000
1849.....	1,207,435	4,943,978	3,321,651
1850.....	1,103,039	8,681,347	2,508,378
1851.....	1,258,224	4,167,121	5,988,775
1852.....	1,299,213	5,619,718	5,136,716
1853.....	975,557	5,420,043	8,065,793
1854.....	739,756	3,510,782	10,108,993
1855.....	986,761	8,022,126	9,711,430
1856.....	1,126,048	8,465,671	9,638,277
1857.....	845,953	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	21,034,657
1862.....	2,846,122	30,435,331	24,888,627
1863.....	2,978,089	21,240,848	20,086,922
1864.....	2,028,520	17,677,519	19,478,681
1865.....	1,788,393	13,437,888	10,840,901
1866.....	1,313,543	10,479,694	27,894,798
1867.....	1,440,056	11,879,655	17,873,658
1868.....	1,502,731	12,555,215	16,804,067
1869.....	1,598,487	19,228,516	11,549,403
1870.....	1,470,391	20,566,722	9,410,128
1871.....	1,278,077	22,606,217	26,110,769
1872.....	762,502	14,304,942	34,643,187
1873.....	1,269,205	30,618,372	28,550,928
1874.....	1,693,585	29,778,572	21,971,519
1875.....	1,810,492	32,907,086	22,595,891
1876.....	807,210	19,324,612	20,939,863
1877*.....	693,044	23,284,405	33,362,806
1878*.....	971,980	35,419,136	35,134,833
1879*.....	897,105	37,788,501	32,990,993
	Oats, bu	Barley, bu	Rye, bu.
1836.....	28,640	4,876	1,500
1837.....	2,553	.....	3,247
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	.....	70,737
1848.....	560,000	6	17,889
1849.....	362,384	.....	.....
1850.....	357,850	3,600	.....
1851.....	1,140,340	142,778	10,752
1852.....	2,596,231	497,913	112,251
1853.....	1,584,655	404,938	107,152
1854.....	4,401,739	313,885	177,066
1855.....	2,693,222	62,304	299,591
1856.....	1,733,382	46,327	245,810
1857.....	1,214,760	87,844	48,536
1858.....	2,275,231	308,371	125,214
1859.....	394,502	364,560	124,693
1860.....	1,209,594	262,158	80,822
1861.....	1,797,905	513,757	337,764
1862.....	2,624,932	423,124	791,564
1863.....	7,322,187	641,449	422,809
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	6,846,983	1,821,154	626,154
1867	9,006,409	1,946,923	1,095,039
1868	6,050,045	3,088,925	301,809
1861	5,972,846	1,232,507	96,947
1874	5,306,781	1,154,948	167,301
1875	8,494,194	966,889	222,126
1876	2,397,257	2,616,081	761,795
1877*	4,279,249	1,652,563	1,155,003
1878*	5,122,972	1,376,184	2,135,077
1879*	1,104,793	610,740	1,884,802

GRAIN INCLUDING FLOUR AS GRAIN.

Years.	Grain, bush.	Grain, including flour, bush.
1836	543,461	1,239,351
1837	550,660	1,184,685
1838	974,751	2,587,887
1839	1,117,262	2,302,851
1840	1,075,888	4,061,598
1841	1,852,325	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	6,491,532	13,366,167
1847	9,868,187	19,153,187
1848	7,396,012	14,641,018
1849	6,628,013	14,665,189
1850	6,618,004	12,059,551
1851	11,449,661	17,740,784
1852	13,392,937	20,390,506
1853	11,078,741	15,956,525
1854	18,553,455	22,252,238
1855	19,788,473	24,172,277
1856	20,123,667	25,753,965
1857	15,348,930	19,578,630
1858	20,202,444	26,512,982
1859	14,429,069	21,580,732
1860	31,441,440	37,053,115
1861	50,662,646	61,460,601
1862	58,642,344	72,872,454
1863	49,845,065	64,735,510
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	42,456,211	49,949,856
1869	37,014,728	45,007,163
1870	39,261,141	46,633,096
1871	60,765,357	67,155,742
1872	58,417,822	62,260,332
1873	67,340,570	73,626,595
1874	61,662,627	70,040,552
1875	65,194,716	74,246,726
1876	46,038,598	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	46,038,598	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	113,766,005	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	46,038,598	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 .. 1,262,435,711 1,526,266,253

*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.	30,542,000	29,283,000	34,600,000

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	160,000	271,693
Staves, no.	18,234,985	11,638,868	12,070,597
Stave bolts, cords	4,403	4,512	8,610
Shingles, no.	54,254,000	66,275,000	59,793,700
Shooks, bundles	12,775	17,983	1,541
Pickets, no.	55,522	----	7,190
Cedar posts, no.	24,012	8,209	16,730

OTHER IMPORTS BY RAILROADS AND TEAMS.

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:

Passwood	\$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	208,069	115,162	92,134
Blossburg, tons	10,000	3,353	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	405,074	306,172	550,646
Blossburg, tons	50,000	25,000	30,000

IMPORTS BY RAILROADS.*

Anthracite, tons	550,000	600,000	1,060,000
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.....	238,447	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.....	405,071	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:

	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 31.....	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 \$4 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 new 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 43
No. 1 h'd Du'th sp	-----	-----	1 45
Red and amber.	1 32@ 1 38	95@ 1 00	1 33@ 1 45
White.....	1 35@ 1 41	90@ 1 03	1 40@ 1 47
Corn, bush—			
No. 2 Western.....	53@ 53½	40½@ 41	53½
Oats, bu, West'n	31@ 31	26@ 29	45
lte, bu, do.....	70@ 74	52½	90
Barley, bush—			
West. and Can.....	70 @ 85	61@ 1 10	70@ 90
State, 2 & 4 r'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
Mil feed, ton—			
Coarse.....	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
Oatmeal, bbl.....	5 00@ 7 00	4 00@ 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	6¼@ 6½	8 @ 8½
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 @ 13½	9 @ 9½	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.	5½ @ 7	3½ @ 5	7 @ 8
Do., green, bbl.....	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	8½ @ 10½	9½ @ 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—			
112 @ 120.....	12½ @ 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
Linseed oil, raw.....	55	60	75
Do., boiled, gal.	62	65	73
W. V. oil, black, gallon	25	23	23
Do., gal., in bbl	30	25	25
Sperm oil, gal.....	1 50	1 25	1 00
Fish, half bbl—			
White.....	4 25 @ 4 33	3 40 @ 3 50	5 00 @ 5 50
Trout.....	3 25 @ 3 33	3 00 @ 4 00	4 25
Siscowet.....	3 00	1 60 @ 3 00	3 25
Codfish, George's			
Bank, cwt.....	5 25 @ 5 75	5 00 @ 5 50	5 50
Halibut, cwt.....	1 00	6 00	11 00
Mackerel, kit.....	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 02½	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—

	Wheat, bu.	Corn, bu.	Oats, bu.	Barley, bu.	Rye, bu.
1879.					
January.....	334,350	19,605	23,879	9,093	-----
February.....	143,542	-----	-----	-----	-----
March.....	336,131	-----	43,000	1,650	-----
April.....	196,151	1,400	-----	1,391	-----
May.....	567,370	482,782	4,800	6,500	-----
June.....	345,442	548,354	1,400	25,000	-----
July.....	555,015	1,398,332	72,382	-----	12,025
August.....	1,759,716	1,319,718	-----	-----	46,607
September.....	1,596,889	849,732	42,000	-----	-----
October.....	1,142,542	1,324,315	850	30,463	18,195
November.....	776,882	865,723	-----	2,450	5,000
December.....	85,099	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	9,323,318	8,854,031	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	14,235,805				
" " 1878	19,136,668				
" " 1879	16,308,526				
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.	113,623	81,443	103,858
Salt, bbls.	321,645	247,452	222,778
Salt, tons	7,235	18,767	25,372
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 5½	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	237,853
December	68	60,875

Total 3,686 2,077,558

COASTWISE CLEARANCES.		
	No.	Tons.
April	24	17,883
May	469	281,932
June	426	246,119
July	476	293,915
August	625	352,300
September	658	355,213
October	706	386,394
November	357	342,763
December	28	27,570

Total 3,788 2,204,158

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

Total 88 12,848

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	686
December	2	71

Total 84 11,718

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

Total 410 71,000

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	7,199

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

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
Totals, 1879	4,190	2,161,406
Totals, 1878	4,382	2,364,031
Decrease, 1879	192	202,505

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

COMPARATIVE TABLE FOR TWENTY-EIGHT YEARS.

	No. vessels.	Tonnage.	Men.
1852	9,441	3,092,247	127,491
1853	8,298	3,252,978	128,112
1854	8,942	3,090,284	120,838
1855	9,211	3,360,233	111,575
1856	8,128	3,018,589	112,051
1857	7,581	3,226,806	132,183
1858	8,838	3,329,246	86,887
1859	10,521	5,952,626	1,811,9
1860	11,517	4,710,175	120,497
1861	13,866	5,963,896	144,173
1862	16,390	6,689,191	166,133
1863	15,376	6,757,903	157,415
1864	14,105	6,891,348	148,161
1865	13,746	7,032,593	145,074
1866	13,682	6,954,859	144,622
1867	12,825	5,806,960	129,300
1868	11,812	4,254,339	116,320
1869	10,201	4,007,496	103,673
1870	10,625	4,157,793	105,798
1871	10,894	4,892,641	115,299
1872	10,303	4,678,058	106,291
1873	9,959	4,886,733	107,785
1874	7,447	3,641,019	82,862
1875	6,278	3,259,839	71,392
1876	4,624	2,757,986	55,459
1877	6,785	3,539,219	73,893
1878	8,743	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.	No. days open.
1870	April 16	May 10	Dec. 3	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 22d.

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.....	6,331.08
Tug propellers.....	46
Steam yachts.....	13
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	61,920,121
Oats, bu.....	21,403,887	23,265,194	17,884,510
Barley, bu.....	9,306,150	9,381,837	6,889,666
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.....	75,136,746	69,419,248	44,390,378
Corn, bu.....	74,010,339	68,467, 98	59,792,308
Oats, bu.....	16,690,266	19,006,748	15,736,102
Barley, bu.....	6,860,019	6,137,168	6,169,856
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.....	33,836,305	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.....	51,354,649	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.....	7,200,406	6,735,569	5,880,343
Rye, bu.....	2,183,260	2,170,853	1,526,542
Total grain, bu.....	103,858,968	103,965,658	83,623,984
Flour to wheat, bu.....	14,264,325	13,287,520	9,942,140
Grand total, bu.....	118,123,293	117,251,178	93,566,124

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, bush.
1870.....	1,970,234	18,446,055	487,792
1871.....	1,690,400	21,968,000	13,016,600
1872.....	1,216,082	15,144,400	25,212,200
1873.....	1,655,331	37,801,800	15,587,500
1874.....	2,177,608	34,791,249	19,000,995
1875.....	1,954,000	28,192,700	12,938,700
1876.....	1,887,304	24,135,293	16,677,082
1877.....	1,476,771	20,712,442	26,174,276
1878.....	2,557,709	55,062,873	26,580,871
1879.....	3,399,793	62,293,144	33,770,858
	Oats, bush.	Barley, bush.	Rye, bush.
1870.....	28,986	92,431	92,431
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.....	138,900	1,500	206,900
1876.....	620,536	87,883	1,336,423
1877.....	250,063	2,302,022	2,051,563
1878.....	5,690,782	1,618,667	2,998,053
1879.....	502,224	156,902	3,558,240

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

	Bushels.		Bushels.
1870.....	28,735,714	1875.....	49,249,160
1871.....	44,009,000	1876.....	52,203,652
1872.....	45,338,845	1877.....	58,871,221
1873.....	52,804,355	1878.....	104,740,191
1874.....	65,448,033	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.....	1,383,218,750	1,514,809,000
Oats, bush.....	413,078,560	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.....	39,608,096	35,648,600
Potatoes, bush.....	124,136,650	181,360,000

VALUE OF CROP.

	1878.	1879.
Wheat.....	\$325,346,424	\$499,008,000
Corn.....	441,153,405	580,259,000
Oats.....	101,945,830	120,855,000
Rye.....	13,592,826	15,553,000
Barley.....	24,489,315	23,655,390
Buckwheat.....	615,120	7,800,488
Cotton.....	190,854,641	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.....\$1,488,570,866 \$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:

Articles.	Quan- tity.	Reduced tons of 2,000 lbs.	Value of each article.
<i>The Forest.</i>			
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.			
Hides, lbs.....	19,856	10	\$3,376
Total.....		10	\$3,376
Vegetable Food.			
Wheat, bu.....	38,516	1,156	\$43,908
Barley, bu.....	33,329	810	23,330
Oats, bu.....	200	3	70
Bran and ship stuffs, lbs.....	71,836	36	718
Peas and beans, bu.....	11,433	313	11,433
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	1,078,373
Bloom and bar iron, lbs.....		38,513	162
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.....	101,299,571	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.....	11,308,043	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.....	98,950,292	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 \$25,299,627

FREE LIST.

Agriculture.

<i>Product of Animals.</i>			
Lard, tallow and lard			
Oil, lbs	16,472	8	\$1,153
Cheese, lbs	66,492	33	3,990
Total		41	\$5,143
<i>Vegetable Food.</i>			
Flour, bbls	6,72	734	\$40,752
Cornmeal, bbls	570	63	1,140
Dried Fruit, lbs	22,291,225		
Total		796	\$41,892
<i>All other Agricultural Products.</i>			
Cotton, lbs	33,410	17	\$2,673
Unmanuf. tobacco, lbs	544,666	272	54,467
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	202,494	101	40,419
Bar and pig lead, lbs	286,674	143	17,200
Domestic woolens, lbs	20,767,817	10,371	11,422,300
Domestic cottons, lbs	30,335,374	15,163	6,067,074
Total		25,798	\$17,550,758

Merchandise.

Coffee, lbs	3,977,021	1,989	\$596,553
Totals of free list		29,929	\$18,251,558

Grand total, tons			449,453
Grand total, value			\$49,554,185

EXPORTS.

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

The Forest.

Articles.	Quantity.	Reduced to tons of 2,000 lbs.	Value of each article.
<i>Product of Wood.</i>			
Boards and scantling, feet	107,158,316	178,597	\$1,500,216
Shingles, M	34,600	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 tolls			58,037

Agriculture.

<i>Product of Animals.</i>			
Hides, lbs	10,000	5	\$1,700
Total prod't of animals, tons		5	
Total value			\$1,700
Total tolls			
<i>Vegetable Food.</i>			
Wheat, bu	29,708,699	891,260	\$33,867,917
Rye, bu	1,445,401	40,471	910,602
Corn, bu	21,506,162	602,171	9,247,650
Barley, bu	299,757	7,193	309,830
Barley malt, bu	295,683	5,026	295,683
Oats, bu	908,373	14,533	317,931
Brn 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 tolls			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		54

Total manufactures, tons	930		
Total value			\$26,876
Total tolls			244

Merchandise.

Sugar, lbs	41,100	21	\$3,484
Nails, spikes and horse shoes, lbs	42,400	21	1,272
Iron and steel, lbs	40,000	23	1,200
Flint, enamel, crockery and glassw., lbs	1,050	1	84
All oth. merchandise, lbs	1,169,836	580	58,042

Total merchandise, tons	643		
Total value			\$61,092
Total tolls			46

Other Articles.

Stone, lime and clay, lbs	8,000	4	\$32
Bituminous coal, lbs	56,573,814	28,287	67,889
Petroleum or earth oil, crude and ref., bbls	55,433	9,999	44,348
Sundries, lbs	7,924,043	3,962	396,204

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

Totals of all of the above articles, tons	1,815,953		
Total value			\$47,499,904
Total tolls			591,652

FREE LIST.

Boats.

Total miles boats cleared			2,684,414
---------------------------	--	--	-----------

The Forest.

Ashes, leached, bu	39,502	1,184	\$1,185
--------------------	--------	-------	---------

Agriculture.

<i>Product of Animals.</i>			
Pork, bbls	2,131	341	\$25,562
Lard, tallow and lard, oil, bbls	35,500	18	2,485
Total		359	\$28,047
<i>Vegetable Food.</i>			
Flour, bbls	4,750	513	\$28,500
Cornmeal, bbls	1,939	209	3,878
Total		722	\$32,378

<i>All other Agricultural Products.</i>			
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

Manufactures.

Domestic spirits, gals	46,950	187	\$46,950
Leather, lbs	17,500	9	3,500
Oilmeal and cake, lbs	729,549	365	14,591
Bar and pig lead, lbs	179,493	90	10,770
Total		651	\$75,811

Merchandise.

Coffee, lbs	300		\$45
Totals of free list		14,090	\$612,126

Grand total tons			1,830,843
Grand total value			\$48,142,030
Grand total tolls			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, cts.....	222	288	253
Cheese, lbs.....		56,189	66,492
Hides, lbs.....	459,117	28,055	19,856
Flour, bbls.....	8,107	4,319	6,792
Wheat, bu.....	4,711	16,000	33,516
Barley, bu.....	31,847	9,225	33,329
Clover and grass seed, lbs.....	30,230		
Barley malt, bu.....	2,500	2,200	
Oats, bu.....	2, 00	1,100	200
Bran, etc., lbs.....	188,769	87,500	71,836
Beans and peas, bu	2,453	1,221	11,433
Cornmeal, 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.....	6,095,652	8,583,803	22,271,225
Unmanufact'd to- bacco, lbs.....	13,495	77,966	544,666
Dom. spirits, galls.	1,415	4,200	3,765
Fur and peltry, lbs		3,590	
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	2,116,612	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.....	125,558,812	153,039,875	130,445,522
Foreign salt, lbs.....	1,891,926	5,704,110	1,273,608
Sugar, lbs.....	5,063,817	65,467,013	101,209,371
Molasses, lbs.....	4,739,732	7,962,244	25,192,643
Coffee, lbs.....	233,403	813,566	3,977,021
Nails & spikes, lbs.	1,432,820	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 mdse, 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	1,248,100
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 arti- cles carried.....	395,080	415,846	499,453
Total value of arti- cles carried.....	\$12,310,455	\$14,509,274	\$43,554,185

EXPORTS.

	1877.	1878.	1879.
Lumber, ft.....	79,783,686	95,310,685	107,158,316
Staves, lbs.....	82,359,650	77,482,200	56,029,617
Shingles, M.....	30,542	29,283	34,600
Furs and peltry, lbs	100,689		
Pork, bbls.....	36,007	15,198	2,131
Lard, tallow, etc., lbs.....	9,714,570	294,707	35,500
Hides, lbs.....	29,600	216,300	10,000
Timber, cubic feet.		700	
Ashes, leached, bu.		7,000	39,502
Flour, bbls.....	4,216	2,811	4,750
Wheat, bu.....	13,270,120	25,833,877	29,708,699

	1877.	1878.	1879.
Rye, bu.....	977,334	1,823,736	1,445,401
Corn, bu.....	25,347,207	25,668,387	21,506,162
Barley, bu.....	1,078,368	900,562	299,757
Barley malt, bu.....	205,986	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.....	5,001	30	
Potatoes, bu.....	114	977	
Cornmeal, bbls.....	1,565	1,008	1,939
Dried fruit, lbs.....	2,809		
Unmanufact'd to- bacco, lbs.....			2,500
Clover and grass seed, lbs.....	4,403,475	1,064,907	108,240
Flax seed, lbs.....	2,628,271		22,238,587
Dom. spirits, galls.	52,495	74,000	46,950
Oil m'l 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 mdse, lbs.....	541,878	828,205	1,160,836
Stone, lime, clay, lbs	3,223,015	1,980,305	8,000
Bitumin's coal, lbs.	58,499,941	79,640,631	56,573,814
Petroleum oil, cr'de and refined, bbls.		155,371	55,435
Sundries, lbs.....	16,370,033	7,982,428	7,924,043
Nails & spikes, lbs.		66,800	42,400
Iron and steel, lbs.....		7,000	49,000
Leather, lbs.....		1,000	17,500

Total tons of arti- cles carried.....	1,359,122	1,946,602	1,890,843
Total value of arti- cles carried.....	\$38,229,716	\$43,466,806	\$48,142,630
Tolls on boats on the canal.....	138		
Total tolls.....	467,921 74	628,439 45	\$591,652

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.
Flour, bbls.....	4,216	2,811	4,750
Wheat, bu.....	13,270,420	25,833,877	29,708,699
Corn, bu.....	25,347,207	25,668,387	21,506,192
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.....	44,680,609	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, 544 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.
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 tons.	Total value.
1870	93,194	1,393,904	\$37,333,208
1871	112,944	1,742,157	99,426,629
1872	101,962	1,774,906	52,855,537
1873	94,035	1,825,623	49,772,070
1874	65,269	1,448,172	46,244,875
1875	38,051	1,219,538	49,608,163
1876	33,213	941,474	24,411,554
1877	38,049	1,459,122	38,229,716
1878	75,758	1,946,602	43,46,806
1879	41,932	1,830,843	\$48,142,030

Total Amount of Tolls Received.

1870	\$1,060,072 03	1875	\$789,830 24
1871	1,339,909 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	9,265
1871	2,917	31	711
1872	3,467	187	2,337
1873	2,465	72	5,170
1874	2,014	37	15,174
1875	1,529	266	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.
1870	---	78,066	103,967
1871	---	86,666	126,576
1872	---	101,519	151,560
1873	---	108,526	63,369
1874	3	99,305	36,145
1875	4	11,531	30,921
1876	---	69,547	4,627
1877	442	74,426	24,655
1878	304	204,893	106,060
1869	305	130,708	161,708

Years.	Other articles, tons.	Total tons.	Total value.
1870	438,333	633,849	\$29,591,501
1871	321,662	538,593	23,124,220
1872	430,846	609,616	32,173,888
1873	522,051	701,653	19,568,226
1874	373,903	528,311	8,646,610
1875	403,465	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 00
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	9,058
1877	6,938	1872	8,659
1876	4,853	1871	8,795
1875	6,349	1870	6,835

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 toll.
May 8	5½c	5c	4c	\$2 50	---
May 10	4½c	4c	3½c	2 50	---
May 17	4½c	4½c	3½c	2 50	---
May 24	4½c	4c	3c	2 25	---
May 31	4½c	4c	3c	2 30	\$1 20
June 7	4c	3½c	2½c	2 25	1 20
June 14	4½c	3½c	3c	2 25	1 20
June 21	3½c	3½c	2½c	2 25	1 00
June 28	4½c	4c	3c	2 25	1 13
July 5	5c	4½c	3½c	2 40	1 13
July 12	5c	4½c	3½c	2 50	1 33
July 19	5c	4½c	3½c	2 60	1 44
July 26	5c	5c	3½c	2 65	1 44
Aug. 2	6c	5½c	3½c	2 75	1 50
Aug. 9	6c	5½c	3½c	2 90	1 63
Aug. 16	6½c	5½c	4c	3 00	1 75
Aug. 23	7½c	6½c	4½c	3 50	1 88
Aug. 30	7½c	6½c	4½c	3 50	1 83
Sept. 6	7½c	6½c	4½c	3 60	2 00
Sept. 13	7½c	7c	4½c	3 60	2 00
Sept. 20	8½c	7½c	5½c	3 50	1 80
Sept. 27	9½c	8½c	6c	3 50	2 00
Oct. 4	7½c	7c	4½c	3 75	2 13
Oct. 11	7½c	6½c	4c	4 00	2 25

	Wheat,	Corn,	Oats,	Pine Staves,	
1879.	bu.	bu.	bu.	Lumber, p. ton.	
Oct. 18.....	9	8	5½	3 85	2 00
Oct. 23, 24, 25.....	12	11	7	4 00	2 38
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	---	---	---	---

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	26,557,500	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

	1877.	1878.	1879.
	May 8.	April 15.	May 8.
Canal opened	47,935,500	62,938,600	56,935,000
Total grain, bu.	147,500	72,000	42,000
Flour to wheat, bu			
Graud 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.

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

Year.	Flour, bbls.	Grain and flour, reduced, bush.
1870.....	452,700	37,641,205
1871.....	288,285	54,695,930
1872.....	137,300	51,696,660
1873.....	153,500	47,803,200
1874.....	165,200	48,687,200
1875.....	113,600	37,674,300
1876.....	37,100	30,845,300
1877.....	29,500	47,475,500
1878.....	14,400	62,510,600
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	55
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.....	31,331	13,309	2,983	597
1877.....	21,485	7,744	2,144	610
1876.....	29,771	7,999	2,421	566
1875.....	22,935	7,300	2,131	915
1874.....	22,147	11,049	2,036	1,103
1873.....	22,401	14,078	2,362	1,687
1872.....	20,710	12,019	1,838	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	64	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	183	63	7
September.....	3	302	62	5
October.....	5	219	43	3
November.....	13	157	32	1
December.....	3	142	56	0
Total, 1879.....	232	2,141	592	91
1878.....	3,123	2,855	7,020	80
1877.....	4,174	1,006	649	50
1876.....	3,597	919	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	182	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	681	80
1875	2,604	76	879	87
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	21	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	149
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	2,399	895	286	53
Total, 1879	31,482	10,825	3,571	1,027
1878	26,763	10,924	3,120	634
1877	23,287	5,381	2,570	667
1876	26,325	5,571	2,320	366
1875	21,175	3,737	2,524	803
1874	24,288	9,207	2,234	1,207
1873	17,825	9,254	2,067	1,531
1872	18,045	6,642	2,117	834
1871	14,363	4,110	1,205	536
1870	15,022	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	387	314	33	25
July	588	186	61	15
August	423	202	104	10
September	399	310	122	15
October	410	421	144	20
November	386	304	124	22
December	371	187	83	15
Total, 1879	4,403	3,133	1,089	233
1878	5,634	3,616	1,143	170
1877	6,385	2,296	949	104
1876	7,783	2,563	986	95
1875	4,252	2,366	1,058	106
1874	2,913	1,633	1,46	82
1873	4,050	3,399	1,408	171
1872	2,716	3,606	653	144
1871	6,945	2,666	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.	36,606	12,347	3,190	1,097
Canada Southern	232	2,141	592	91
Grand Trunk	202	252	816	67
Great Western	228	1,321	500	67
Total, 1879	37,268	16,061	5,098	1,311
1878	38,625	17,947	5,161	850
1877	31,348	10,593	3,848	766
1876	3,223	10,901	4,309	784
1875	30,203	9,281	4,205	1,137
1874	29,682	12,441	3,919	1,371

GRAND TOTAL SHIPMENTS FOR 1879.

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

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	73,019	189,579	.....
1860	156,972	65,770	145,354	.....
1861	141,921	101,079	238,952	.....
1862	129,433	103,071	624,976	.....
1863	151,789	92,128	474,849	.....
1864	135,797	301,629	155,959	.....
1865	212,839	300,014	207,208	.....
1866	275,091	552,331	341,560	.....
1867	257,872	697,440	239,943	.....
1868	265,105	470,578	385,815	7,773
1869	347,371	794,272	381,450	12,038
1870	388,057	730,519	561,447	7,896
1871	384,294	886,011	551,131	13,319
1872	379,086	1,145,109	606,748	20,786
1873	409,738	1,662,500	733,400	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	871,928	12,542
1877	569,915	1,128,770	763,600	12,557
1878	657,809	2,063,765	1,032,225	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	159,500	118,200
1876	25,651	208,560	103,678
1877	29,158	17,000	47,500
1878	53,225	347,210	175,265
1879	23,511	310,345	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.				Yorkers.		Medium and heavy.
	Common to fair.	Good to best.	Stockers & feeders.			
January	4.....\$2 00@3 75	4 10@5 50	\$2 00@3 25	June 8.....	3 60@3 70	3 25@3 85
	11.....2 00 3 75	4 0@5 50	2 00@3 00	15.....	3 25@4 07	3 25@4 15
	18.....2 25@3 85	4 30@5 87	2 75@3 25	21.....	3 90@4 10	3 25@4 15
	25.....2 15@3 90	4 00@4 50	2 75@3 25	28.....	3 90@4 05	3 20@4 05
February	2.....2 00@3 90	4 00@5 25	2 90@3 50	July 5.....	3 90@4 00	3 25@4 10
	8.....2 00@4 15	4 25@5 25	2 90@3 50	12.....	4 10@4 15	3 25@4 17
	15.....2 00@4 35	4 45@5 50	3 00 3 50	19.....	3 65@3 90	3 25@4 00
	22.....2 15@4 35	4 40@5 30	3 25@3 65	26.....	3 75@4 00	3 25@4 00
March	1.....2 00@4 35	4 40@5 30	3 50@4 00	August 3.....	3 70@3 80	3 00@3 95
	8.....2 10 4 15	4 25 5 10	3 25@4 00	9.....	3 15@3 85	3 00@3 70
	15.....2 00@4 15	4 25@5 15	3 25@3 85	16.....	3 50@4 30	3 25@4 10
	22.....2 25@4 40	4 50@5 80	3 00@3 75	23.....	3 50@3 80	3 00@3 75
	29.....2 50@4 50	4 60@5 32	3 00@3 75	30.....	3 40@3 60	3 00@3 63
April	5.....3 00@4 65	4 70@5 50	2 75@3 75	September 6.....	3 50@3 75	3 00@3 70
	12.....3 00@4 40	4 50@5 60	3 50@3 85	13.....	3 40@3 80	3 00@3 90
	19.....2 50 4 25	4 30@5 40	3 40@3 85	20.....	3 50@4 05	3 10@4 00
	26.....2 50@4 25	4 30@5 62	3 40@3 85	27.....	3 50@3 85	3 20@4 00
May	3.....3 00@4 30	4 40@5 50	3 30@3 85	October 4.....	3 50@3 90	2 75@3 80
	10.....3 00@4 30	4 40@5 25	3 30@4 25	11.....	3 70@4 20	2 25@4 15
	17.....3 00@4 60	4 70@5 70	3 75@4 25	18.....	3 75@4 05	3 00@4 07
	24.....3 00@4 50	4 60@5 60	3 30@4 25	25.....	3 60@3 95	2 75@4 00
	31.....3 00@4 40	4 50@5 40	3 50@4 40	November 1.....	3 60@4 10	3 00@4 10
June	8.....2 50@4 25	4 40@5 25	3 00@4 00	8.....	3 40@3 70	2 50@3 90
	15.....2 75@4 25	4 30@5 25	3 00@4 17	15.....	3 15@3 95	3 15@4 00
	21.....2 50@4 35	4 40@5 00	2 90@4 15	22.....	4 00@4 30	3 25@4 35
	28.....2 50@4 50	4 50@5 25	2 75@4 35	29.....	4 85@4 60	3 40@4 30
July	5.....2 50@4 25	4 35@5 00	2 65@3 50	December 6.....	4 25@4 60	3 55@4 90
	12.....2 25@4 25	4 35@5 00	2 75@3 50	13.....	4 25@4 60	3 65@4 90
	19.....2 50@4 25	4 35@5 40	2 25@3 35	20.....	4 15@4 25	3 75@4 75
	26.....2 00@4 10	4 20@5 12	2 75@3 35	27.....	4 50@5 00	3 75@5 00
August	3.....1 75@4 10	4 20@5 25	2 75@3 25	Sheep and Lambs.		
	9.....1 75@4 15	4 25@5 25	2 75@3 25	Western sheep.		Canada lambs.
	16.....2 00@4 25	4 35@5 35	2 75@3 25	January 4.....	\$3 25@4 30	\$4 25@5 37
	23.....2 25@4 40	4 50@5 40	2 75@3 25	11.....	3 60@5 00	4 75@5 00
	30.....2 25@4 40	4 50 5 25	2 75@3 40	18.....	3 25@4 40	4 75@4 90
September	6.....2 25@4 40	4 50@5 35	2 90@3 40	25.....	3 75@5 00	4 75@5 00
	13.....2 00@4 40	4 50@5 30	2 50@3 40	February 2.....	4 00@5 25	5 25@5 50
	20.....1 50@4 40	4 20@5 15	2 40@3 40	8.....	4 10@5 50	5 00@5 75
	27.....2 00@3 90	4 10@5 10	2 50@3 50	15.....	4 25@5 75	5 00@5 75
October	4.....2 00@4 00	4 10@5 35	2 25@3 40	22.....	4 25@5 30	5 00@5 75
	11.....2 00@4 00	4 10@5 35	2 25@3 40	March 1.....	4 25@5 25	5 10@5 75
	18.....2 00@4 10	4 15@5 10	2 25@3 45	8.....	4 25@5 75	5 00@5 75
	25.....2 00@4 35	4 40@5 25	2 50@3 40	15.....	4 40@5 70	5 00@5 75
November	1.....2 00@4 25	4 30@5 25	2 40@3 40	22.....	4 25@5 60	5 00@5 50
	8.....1 80@3 90	4 00@5 12	2 40@3 10	29.....	4 50@6 00	5 00@5 50
	15.....2 00@3 90	4 00@5 00	2 35@3 00	April 5.....	4 90@6 25	No sales
	22.....2 15@4 15	4 30@5 75	2 20@3 10	12.....	4 95@6 25	"
	29.....2 25@4 25	4 30@5 35	2 40@3 10	19.....	4 75@6 12	"
December	6.....2 50@4 50	4 60@5 50	2 50@3 40	26.....	3 75@6 00	"
	13.....2 15@4 50	4 55@5 05	2 45@3 35	May 3.....	3 75@6 00	"
	27.....1 75@4 25	4 30@5 75	2 40@3 15	10.....	3 90@5 80	"
Hogs.				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 75	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 20
				25.....	3 25@4 25	5 00@5 40
				November 1.....	3 25@4 25	5 00@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 00
				20.....	3 50 5 50	5 75@6 25
				27.....	3 75@5 75	6 25@6 50


WILLIAM THURSTONE,
 COMPILER AND PUBLISHER OF
 COMMERCIAL REPORTS, STATISTICS, &c.
 BUFFALO, N. Y.

EXPERT OF THE BUREAU OF STATISTICS.

THE WESTERN ELEVATING COMPANY
 OF BUFFALO.

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

Office, No. 12 Commercial Block, corner Main and Ohio Streets, Buffalo, N. Y.

 This Company controls 32 Elevators and Transfers; and the quantity of Grain handled in 1879 was 74,405,626 bushels.

FREE TRADE FLOATING ELEVATOR CO.

No. 17 CENTRAL WHARF (up stairs), BUFFALO.

"FREE TRADE" ELEVATOR, "FREE CANAL" ELEVATOR.

Capacity for Transferring Grain, 100,000 bushels each for each 24 hours.

CHARLES J. MANN, Manager.

LOUIS PFOHL.

JOHN KENNEDY.

PFOHL & KENNEDY,
 COMMISSION MERCHANTS
 AND DEALERS IN
 WET FLOUR AND GRAIN.

Office, No. 36 Main Street, BUFFALO.

J. W. WHITNEY.

C. H. GIBSON.

WHITNEY & GIBSON,
COMMISSION MERCHANTS

No. 14 CENTRAL WHARF,

BUFFALO, N. Y.

M. L. CRITTENDEN,
COMMISSION AND SHIPPING MERCHANT

No. 28 CENTRAL WHARF,

BUFFALO, N. Y.

WILLIAM PETRIE.

G. R. GREEN.

W. F. CHANDLER.

WM. PETRIE & CO.
FORWARDING AND COMMISSION MERCHANTS

11 CENTRAL WHARF,

SECOND FLOOR.

BUFFALO, N. Y.

S. S. BROWN,
GRAIN FORWARDING and COMMISSION MERCHANT

No. 20 CENTRAL WHARF,

BUFFALO, N. Y.

WILLIAM H. VOSBURGH.

HOWARD H. BAKER.

VOSBURGH & BAKER,
SHIP CHANDLERS, GROCERS AND SAILMAKERS
WILLIAMS' BLOCK, BUFFALO, N. Y.

NATHANIEL ROCHESTER,
SHIPPING AND COMMISSION MERCHANT
GRAIN AND PROVISIONS.
No. 20 Central Wharf, BUFFALO, N. Y.

REFERENCES.—FIRST NATIONAL BANK, THIRD NATIONAL BANK, BANK OF BUFFALO.

CHARLES A. SWEET,
MANUFACTURER OF AND DEALER IN
MICHIGAN AND CANADA RIVED HOOPS
ROUND SHAVED HOOPS,
Also, Flour, Fruit and Sugar Barrel Staves and Heading,
and Cooperage generally.
No. 14 Central Wharf (Up Stairs), BUFFALO, N. Y.

THORNTON VAN VLIET,
GRAIN, FORWARDING & COMMISSION MERCHANT
No. 20 CENTRAL WHARF,
BUFFALO, N. Y.

W. MEADOWS,
GRAIN COMMISSION
BUFFALO, N. Y.

A. L. LOTHRIDGE.

E. GALLAGHER.

J. COLLINS.

LOTHRIDGE, GALLAGHER & CO.
COMMISSION and FORWARDING MERCHANTS

Agents for the Baxter Steam Canal Boat Transportation Co.

2d Floor, 10 Central Wharf,

BUFFALO, N. Y.

Grain, Lumber, Coal, Iron, Stone, Oil and other heavy freights forwarded from Lake Ports to Troy, Albany, New York, Philadelphia, Baltimore and intermediate points, and through rates given if desired.

AGENTS AND CONSIGNEES:

M. F. JAMES, 105 Broad Street, New York.

JEFF COLLINS, West Troy and Albany.

DAVID FALES & CO., 14 South Street, New York.

THORN & POMEROY, Utica, N. Y.

F. W. FISKE.

A. M. HAZARD.

F. W. FISKE & CO.
COMMISSION MERCHANTS
No. 29 CENTRAL WHARF,
BUFFALO, N. Y.

E. W. FAMES,
COMMISSION MERCHANT

CENTRAL WHARF, BUFFALO, N. Y.

ALFRED P. WRIGHT.

ALBERT J. WRIGHT.

A. P. WRIGHT & SON,
 COMMISSION MERCHANTS
 BUFFALO, N. Y.

BISSELL, FINN & CO.
 FORWARDING and COMMISSION MERCHANTS
 14 CENTRAL WHARF, BUFFALO, N. Y.

CANAL TRANSPORTATION A SPECIALTY.

J. F. SCHOELLKOPF.

GEO. B. MATHEWS.

SCHOELLKOPF & MATHEWS,
 PROPRIETORS OF
 NIAGARA FALLS AND FRONTIER MILLS
 CAPACITY, 1000 BARRELS PER DAY.
 MILLERS OF PATENT
 MINNESOTA WHEAT FLOUR.
Office, 20 Central Wharf, BUFFALO, N. Y.

CYRUS CLARKE.

C. CLARKE VAN DEVENTER.

CYRUS CLARKE & CO.
 Produce Commission Merchants
 14 MAIN STREET,
 BUFFALO, N. Y.

KINNE, WILBER & CO.
COMMISSION AND SHIPPING MERCHANTS

BUFFALO, N. Y.

RED JACKET DISTILLERY.

ESTABLISHED 1848.

THOMAS CLARK,
MANUFACTURER OF
EXTRA FINE OLD WHISKIES
ALCOHOL AND COLOGNE SPIRITS.

Cor. Washington and Perry Sts.,

BUFFALO, N. Y.

C. H. ARTHUR & CO.
GRAIN DEALERS

Shipping and Commission Merchants.

No. 31 Central Wharf,

BUFFALO, N. Y.

R. R. HEFFORD,
FORWARDER AND DEALER IN
COALS.

ANTHRACITE,
 CANNEL,

BITUMINOUS,
 BLOSSBURG.

Office, No. 2 Main St. and No. 1 Central Wharf. Docks, opposite foot of Main St.

BUFFALO, N. Y.

Railroad Iron, Iron Ore, and other Heavy Freight Docked and Forwarded.

JOHN B. GRIFFIN, President.

CHAS. C. McDONALD, Sec'y and Treas'r.

INCORPORATED 1880.

THE QUEEN CITY MILLING CO.

Office, 6 Central Wharf and 12 Main St., (2d floor), BUFFALO, N. Y.

MANUFACTURE

Queen City Milling Co.'s Best Patent; J. B. Griffin & Co.'s Patent, Family and Bakers;
Queen City Mills (Straight), Barrels and (200 lbs.) Export Sacks; Erie Mills Bakers,
Favorite Minnesota; also, Clear, Rye and Foundry Flour, Mill Feed, &c.

JEWETT M. RICHMOND.

M. M. RICHMOND.

ALONZO RICHMOND.

J. M. RICHMOND & CO.

STORAGE, ELEVATING,

COMMISSION AND FORWARDING MERCHANTS

16 Central Wharf, BUFFALO, N. Y.

GRAIN CLEANING AND DRYING.

BRUNDIGE, BRUCE & CO.

COMMISSION AND SHIPPING MERCHANTS

3 CENTRAL WHARF, BUFFALO, N. Y.

WILLIS C. JACUS.

JOSEPH E. HADCOCK.

W. C. JACUS & CO.

FORWARDING AND COMMISSION

15 CENTRAL WHARF, BUFFALO, N. Y.

C. F. STERNBERG, COMMISSION MERCHANT

No. 3 Central Wharf, BUFFALO, N. Y.

Sternberg Elevators connecting with New York Central Railroad.

NATIONAL MILLS

NOS. 212 TO 220 ERIE STREET.

MANUFACTURERS OF

“THORNTON & CHESTER’S BEST,” “PATENT,” “GLOBE,” “WHITE
LILY,” “FRANKLIN,” AND GRAHAM FLOUR.

CORN MEAL AND FEED OF ALL KINDS

THORNTON & CHESTER.

A. S. CARPENTER.

WM. AVERY.

JAS. L. BREED.

PEOPLE’S LINE.

CARPENTER, AVERY & CO.

FORWARDING and COMMISSION MERCHANTS

No. 13 CENTRAL WHARF.

UP STAIRS.

BUFFALO, N. Y.

SHERMAN BROS. FORWARDING AND COMMISSION

No. 92 Lloyd Street, BUFFALO, N. Y.

CEMENT, PLASTER, SALT, LIME, GRAIN, &c.

HERMAN J. HALL & CO.
GRAIN DEALERS
 AND COMMISSION MERCHANTS.

26 Central Wharf,

BUFFALO, N. Y.

FRED. H. GATCHELL.

J. F. HAGER, JR.

GATCHELL & HAGER,
FORWARDING AND COMMISSION MERCHANTS
 NO. 12 CENTRAL WHARF,
 BUFFALO, N. Y.

ESSER, OGDEN & CO.
NORTH BUFFALO MILLS

E. O. & Co.'s "Best," "Banner," "Stella," "Buffalo."

OFFICE, COIT BLOCK, No. 20 WEST SWAN ST.

BUFFALO, N. Y.

J. T. CRAWFORD,

AGENT FOR

The Syracuse Fine Salt Company,
 The Onondaga Coarse Salt Association,
 The American Dairy Salt Company (Limited).
 NO. 30 CENTRAL WHARF,
 BUFFALO, N. Y.

E. J. NEWMAN & CO.
MANUFACTURERS OF
AKRON CEMENT
MANUFACTURERS OF
AKRON FALLS FLOUR.
CITY AGENTS FOR
NIAGARA FALLS FLOUR.
 Works at Akron, N. Y. *50 River St., BUFFALO, N. Y.*

E. N. COOK & CO.
DISTILLERS
 Office and Free Warehouses, 32 and 34 Main Street.
Distillery and Bonded Warehouses, 479, 481, 483, 485, 487, 489 and 491 Spring St.
BUFFALO, N. Y.

WITTER & SERGEANT,
FORWARDING AND COMMISSION
MERCHANTS,
 No. 32 CENTRAL WHARF, Up Stairs.
 WM. E. WITTER. **BUFFALO, N. Y.** A. J. SERGEANT.

HARVEY & HENRY,
BUFFALO CITY FLOUR MILLS
MANUFACTURERS OF
HIGH GRADES OF FLOUR.
BUFFALO, N. Y.

GEORGE SANDROCK,
PRODUCE COMMISSION MERCHANT

28 CENTRAL WHARF, BUFFALO, N. Y.

REFERENCE.—BANK OF COMMERCE, BUFFALO.

CANADIAN BARLEY A SPECIALTY.

EMPIRE LINE.

SHAVER, BETTS & HOMER,
FORWARDING AND COMMISSION MERCHANTS

No. 9 Central Wharf, BUFFALO, N. Y.

JACOB SHAVER, JR.

IRA BETTS.

ADAM HOMER.

FRANK WILLIAMS & CO.

DEALERS IN AND SHIPPERS OF

COAL.

No. 4 Central Wharf, BUFFALO, N. Y.

GAS, STEAM AND DOMESTIC COALS AT WHOLESALE AND RETAIL.

The best facilities for receiving and forwarding COAL on consignment.

Yard cor. Carroll and Alabama Sts., Docks on Blackwell Canal, opp. Watson Elevator.

J. C. ANTHONY.

E. L. ANTHONY.

J. C. ANTHONY & SON,
FORWARDING and PRODUCE COMMISSION

No. 21 Central Wharf, BUFFALO, N. Y.

AGENTS FOR BUFFALO, NEW YORK & ITHACA LINE.

Receivers and Shippers of Grain, Lumber, Shingles, Staves, and all kinds of
 Coarse Freight to all points along the Erie and Lateral Canals.

DOCKS AT ERIE BASIN.

J. A. CAMPBELL.

S. M. RATCLIFFE.

J. A. CAMPBELL & CO.

GRAIN AND COMMISSION MERCHANTS

No. 33 Central Wharf, BUFFALO, N. Y.

J. S. HEATH.

WM. MORSE.

A. NELSON.

HEATH, MORSE & CO.

FORWARDING AND COMMISSION
MERCHANTS.

Office, 11 Central Wharf, BUFFALO, N. Y.

LLOYD STREET MILL.

MEECH & CO.

MILLERS AND DEALERS IN

FLOUR, OATS, CORN
MEAL AND MILL FEED.

Nos. 32, 34 and 36 Lloyd Street, BUFFALO, N. Y.

M. N. JONES.

H. R. JONES.

MILES JONES' SONS,

WHOLESALE PROVISION DEALERS,

PORK PACKERS AND HAM CURERS
ALL KINDS LAKE FISH.

Cor. PRIME and DAYTON STREETS, BUFFALO, N. Y.

E. B. COLLINS, COMMISSION MERCHANT

No. 25 CENTRAL WHARF (UP STAIRS).

BUFFALO, N. Y.

ESTABLISHED 1860.

H. MORSE & CO.
FORWARDING AND COMMISSION MERCHANTS
16 CENTRAL WHARF,
BUFFALO, N. Y.

HENRY C. ROBE'S LINE.

Grain, Flour, Lumber, Coal, Iron, Oil and other Heavy Freights transported from
Lake Ports to Troy, Albany, New York, Philadelphia, Baltimore and
intermediate Points, and through Bill of Lading given.

OFFICE, 18 CENTRAL WHARF, BUFFALO, N. Y.

AGENTS AND CONSIGNEES:

H. W. MARKS, 18 Central Wharf,
Buffalo, N. Y.

E. B. BROOKE & CO., 7 South Street, New York.

C. H. GAGE & CO., 105 Broad Street, New York.
COLLINS & POTTER, West Troy, N. Y.

E. B. BROOKE.

F. M. LAWRENCE.

E. B. BROOKE & CO.

FORWARDING AGENTS AND CONSIGNEES

FOR FREIGHT ON ERIE CANAL FROM THE WEST.

OFFICE, 7 SOUTH STREET, **NEW YORK.**

WM. E. HINGSTON,
FOREIGN COMMISSION MERCHANT

Central Wharf, BUFFALO, N. Y.

Special Attention given to the introduction of American Products in the European Markets.

AGENT FOR JAMES & HAGEMANN, HAVRE, FRANCE.

THOS. M. RYAN,
FORWARDER AND
COMMISSION MERCHANT

No. 24 CENTRAL WHARF, BUFFALO, N. Y.

Grain and Coarse Freights contracted to and from all points East and West.

SCHAEFER & BRO.
IMPORTERS IN
CANADA BARLEY

WHOLESALE DEALERS IN

NEW YORK STATE AND WESTERN BARLEY.
AND MALTSTERS.

No. 42 and 44 LLOYD STREET, . BUFFALO, N. Y.

J. L. RING.

HENRY BRINKMANN.

J. L. RING & CO.
BUFFALO FARINA MILLS

No. 30 WILKESON STREET, Cor. FOURTH.

CHOICE FAMILY AND HAXALL FLOUR.

Farina, Pearl Barley, Split Peas, Corn Meal and Oatmeal, &c.

DEALERS IN CORN AND OATS AND ALL KINDS OF FEED.

Market Mills, 20 WEST MARKET ST.

RING & BRINKMANN, Prop's.

TRADE MARK.



Forfeited if Adulterated.

CORNELL LEAD CO.

MANUFACTURERS OF

WHITE LEAD

LEAD PIPE, SHEET and BAR LEAD.

OFFICE AND WORKS:

Cor. Delaware and Virginia Streets.

A. P. THOMPSON, Pres.

S. DOUGLAS CORNELL, Vice-Pres.

HENRY SPAYTH, Treas.

SHELDON THOMPSON, Sec'y

PRATT & CO.

TERRACE SQUARE, BUFFALO.

IRON, NAILS, SPIKES

BOLTS, NUTS and WASHERS.

HARDWARE OF EVERY DESCRIPTION

For BUILDERS, MANUFACTURERS and MECHANICS.

RAILROAD SUPPLIES

Metals and Tools of All Kinds. Dock, Vessel and Pier Iron Work,
Chains, Rope, Belting, Etc.

CUTLERY, SILVER PLATED WARE

And General Household and Boat Supplies.

WHOLESALE AND RETAIL.

"THE AMERICAN BLOCK."

ADAM, MELDRUM & ANDERSON,

IMPORTERS, JOBBERS AND RETAILERS OF

DRY GOODS, CARPETS and UPHOLSTERY GOODS

396, 398, 400 and 402 Main Street, through to and including 209, 211,
213 and 215 Pearl Street,

BUFFALO, N. Y.

GEO. W. TIFFT, SONS & CO.
ENGINES, BOILERS AND MACHINERY
 ARCHITECTURAL CASTINGS,
PROPELLER WHEELS AND MACHINERY GENERALLY
BUFFALO, N. Y.

BUFFALO INSURANCE CO.
 CAPITAL, \$200,000,
 Invested in Government Registered Bonds.
FIRE, LAKE AND CANAL RISKS
 WRITTEN AT CURRENT RATES.
 OFFICE, 44 AND 46 MAIN STREET.

PASCAL P. PRATT, President. JAMES D. SAWYER, Vice-Pres. EDWARD B. SMITH, Secretary.

NATHANIEL HALL,
FIRE, LIFE AND ACCIDENT INSURANCE
 No. 3 MAIN STREET, CORNER OHIO,
BUFFALO, N. Y.

REPRESENTS THE LARGEST LINE OF LEADING INSURANCE COMPANIES
 OF ANY AGENCY IN BUFFALO.

HOWARD IRON WORKS, BUFFALO, N. Y.
 MANUFACTURERS OF
MACHINERY FOR GRAIN ELEVATORS

THEY HAVE FURNISHED THE MACHINERY FOR

MUNGER, WHEELER & CO. AIR LINE ELEVATOR.....	CHICAGO, ILLS.
VINCENT, NELSON & CO. ELEVATOR.....	" "
ARMOUR, DOLE & CO. C ELEVATOR	" "
ARMOUR, DOLE & CO. D ELEVATOR	" "
MUNGER, WHEELER & CO. IOWA ELEVATOR.....	" "
MUNGER, WHEELER & CO. ST. PAUL ELEVATOR.....	" "
N. Y., LAKE ERIE & WESTERN R'Y CO. ELEVATOR.....	BUFFALO, N. Y.
COMMERCIAL ELEVATOR	" "
WHEELER ELEVATOR	" "
SILO ELEVATOR, HAMBURG, GERMANY, and others.	

THE UNION DRY DOCK CO. SHIP YARD AND DRY DOCKS

On Buffalo Creek, foot of Chicago St., Opp. Niagara Elevator, BUFFALO, N. Y.

Ship Building, Repairing, and every description of Carpenter, Caulking, Joiner, Blacksmith and Spar Work done to order. **TWO LARGE DRY DOCKS.**

We are prepared to do all kinds of repairing on the shortest possible notice, and in the most thorough manner. Our Dry Docks have a **LARGE DERRICK**, for hoisting Wheels, Rudders, or heavy work from the Creek into the Docks, which saves the expense of landing.

On hand and for sale all kinds of **SHIP TIMBER, PLANK, KNEES, ASH and PINE SPARS, &c.**

~~44~~ Particular attention paid to Spar work, by an experienced SPAR MAKER.

M. M. DRAKE, Superintendent.

H. J. SHUTTLEWORTH, BANKER and BROKER in STOCKS, GRAIN AND PETROLEUM

No. 10 EAST SENECA ST., BUFFALO, N. Y.

Strictly Commission. Special facilities for carrying on margin.

HALL & SONS, MANUFACTURERS OF FIRE BRICK AND DEALERS IN FIRE CLAY, FIRE SAND, FIRE MORTAR, &c., AND ARCHITECTURAL + TERRA + COTTA

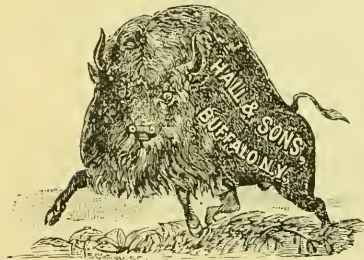
From the Celebrated Perth Amboy Terra Cotta Company.

SOLE AGENTS

For the State of New York for

MOORE'S CHAMPION BOILER FEEDER
THE ONLY SURE
PREVENTATIVE OF SCALE ON STEAM BOILERS

WITHOUT THE USE OF COMPOUNDS.



Office, 15 Clinton St., BUFFALO, N. Y.

CHARLES T. COIT, President.

R. PORTER LEE, Cashier.

FIRST NATIONAL BANK

BUFFALO, Aug. 11, 1880.

Accounts of merchants, manufacturers and business men generally, respectfully solicited. **COLLECTIONS PROMPTLY MADE** at most favorable rates, according to the extent of the business furnished.

Approved Commercial Paper discounted at the uniform rate of

7 PER CENT. PER ANNUM,

To depositors keeping otherwise satisfactory accounts with this bank.

Special attention given to the business of Dealers in and Consignees of Grain, Western Produce and Live Stock of all kinds.

We beg leave also to announce having opened a direct account with the well-known Bankers,

Messrs. BROWN, SHIPLEY & CO., of London, England.

WE ARE PREPARED TO DRAW

STERLING BILLS, AVAILABLE IN ANY PART OF THE WORLD

AT LOWEST CURRENT PRICES, AVOIDING ALL AGENTS' COMMISSIONS.

FOREIGN EXCHANGE BOUGHT AT NEW YORK MARKET RATES.

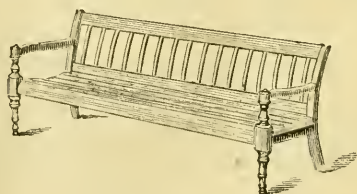
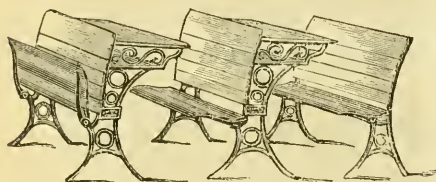
CHARLES T. COIT,
President.

R. PORTER LEE,
Cashier.

ESTABLISHED 1854.

SCHOOL *and* CHURCH FURNITURE

SETTEES A SPECIALTY.



SCHOOL FURNITURE OF ALL VARIETIES OF STYLE AND FINISH.

Teachers' Desks, Chairs. Settees, Blackboards, Etc.

Church Furniture, Settees for Churches, Sabbath Schools, Halls, etc., twenty varieties. Pews complete, or ends separately.

ESTIMATES GIVEN FOR WORK, DELIVERED AT ANY POINT.

Satisfaction guaranteed and all Work warranted.

M. W. CHASE, 212 and 214 Seventh St., BUFFALO, N. Y.

SEND FOR CATALOGUE AND PRICE LIST.

A. CUTLER & SON,

MANUFACTURERS OF

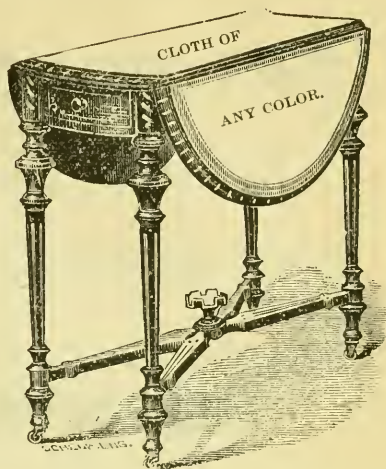
FINE FURNITURE

PATENT

FOLDING TABLES

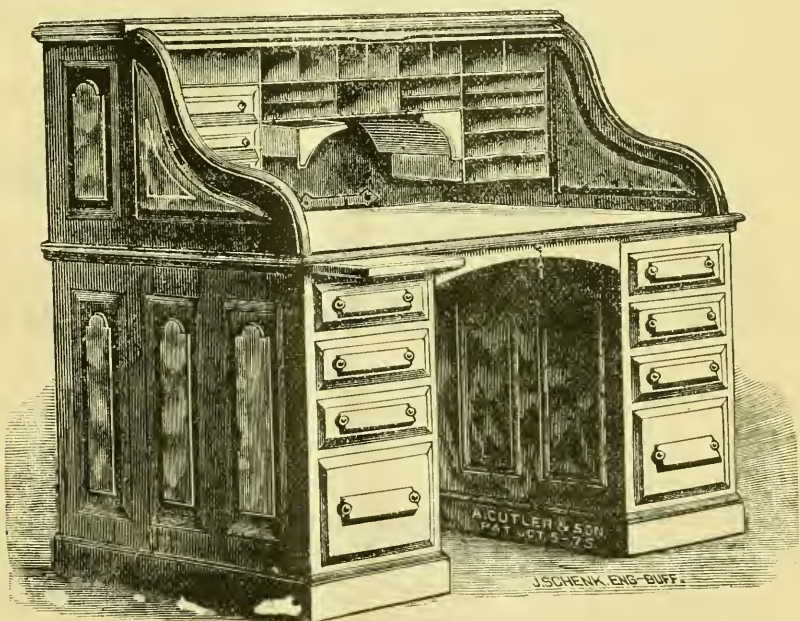
AND

PATENT + BUSINESS + DESKS



No. 5, Closed. Pat. June 29, '75; Dec. 12, '76.

BUFFALO, N. Y.



No. 2, Open. The Best Desk in the World.

BARNES, BANCROFT & CO.

RETAILERS, IMPORTERS AND JOBBERS OF

DRY GOODS ^{AND} CARPETS

The Great Cash Retail House of Western New York.

Nos. 260, 262, 264, 266 and 268 MAIN STREET,

B U F F A L O, N. Y.

THE COURIER COMPANY,

Proprietors and Publishers of the

DAILY COURIER

Six issues per week, \$10.00 per annum.

Seven issues per week, \$12.00 per annum.

Sunday issue \$2.50 per annum.


THE WEEKLY COURIER,Published every Wednesday, \$1.00 per annum.

THE EVENING REPUBLIC\$5.00 per annum, or single copies two cents.

SUBSCRIPTIONS INVARIABLY IN ADVANCE.

TERMS OF ADVERTISING MADE KNOWN AT THE COUNTING ROOM.

The Commercial and Marine news and the reports of the Live Stock Trade of Buffalo are reported fully in all editions of the Courier and in the Evening Republic.

 The statistics in the preceding pages were compiled for and published in the Buffalo Daily and Weekly Courier.

GEO. I. THURSTONE & CO.

→ † **DRUGGISTS**, † ←

416 MAIN STREET (*American Block*), BUFFALO, N. Y.

MANUFACTURERS AND DEALERS IN RELIABLE

DRUGS, MEDICINES AND TOILET ARTICLES

OUR PRESCRIPTION DEPARTMENT receives special attention. It is supplied with the best quality of remedies that can be obtained, and so regulated as to preclude the possibility of a mistake.

"PURE WINES AND LIQUORS FOR MEDICINAL USE."

We would call particular attention to our PERFUMERY and FANCY GOODS, our stock being the largest and most complete in this city, consisting of FRENCH, ENGLISH and AMERICAN HANDKERCHIEF EXTRACTS, COLOGNES, SOAPS, SACHET POWDERS and TOILET ARTICLES.

HAIR, TOOTH, NAIL and other BRUSHES in great variety.

SPONGES, CHAMOIS, PUFF BOXES, MIRRORS, CUT GLASS COLOGNE BOTTLES, PUNGENTS, ATOMIZERS, &c., &c.

TELEPHONE.

J. L. CHICHESTER,
BLANK BOOK MANUFACTURER

263 and 265 Washington Street, BUFFALO, N. Y.

RULING, PRINTING AND BINDING.

MARTIN TAYLOR.

CHARLES HERGER.

MARTIN TAYLOR & CO.
PUBLISHERS, BOOKSELLERS AND STATIONERS

22 and 24 WEST EAGLE STREET,

Cor. W. Eagle, Pearl and Niagara Streets.

BUFFALO, N. Y.


OIL CITY OIL EXCHANGE

BUFFALO OFFICE:

22 WEST SENECA STREET.

L. H. BEST, BROKER IN PETROLEUM

(W. D. ARCHBOLD, Oil City Correspondent.)

 Oil bought, sold and carried on margins. Market quotations received by telegraph and bulletined. Office supplied with BELL TELEPHONE.

L. STOVER,

STOCK AND GRAIN BROKER

No. 6 Brown's Building, BUFFALO, N. Y.

Buys and Sells Stock, Grain and Provisions on the
ONE CENT MARGIN PLAN.

Customers can withdraw Margins and Profits same day deals are closed.
No waiting for returns from Chicago or New York.

I CAN SELL YOU

MEDICINES

That are reliable in every way and form,
at my Store,

311 MAIN STREET, BUFFALO.

All are purchased of the Leading Dealers
and Manufacturers, direct.

C. M. LYMAN, . . . DRUGGIST.

CHARLES H. KALBFLEISCH.

ALBERT M. KALBFLEISCH.

FRANKLIN H. KALBFLEISCH.

ESTABLISHED 1829.

MARTIN KALBFLEISCH'S SONS, MANUFACTURING CHEMISTS

55 Fulton St., New York. 90 Main St., Buffalo, N. Y.

WORKS AT BROOKLYN, N. Y., BUFFALO, N. Y., BAYONNE, N. J.

JAY PETTIBONE & CO. DISTILLERS

REFINERS, MANUFACTURERS AND WHOLESALE DEALERS IN

BOURBON, MONONGAHELA, RYE AND RECTIFIED WHISKEYS.

Nos. 46, 48 and 50 Lloyd Street, BUFFALO, N. Y.

SHIRRELL & CO.

MANUFACTURERS OF

SHIRRELL'S KULLIYUN WASHING CRYSTAL THE GREAT LABOR SAVER.

23 MAIN STREET,

BUFFALO, N. Y.



C. GILBERT'S
STARCHES
ARE ABSOLUTELY PURE.

OFFICE AND SALESROOMS, Nos. 41 and 43 EXCHANGE ST., BUFFALO, N. Y.

WORLD'S PRIZE MEDALS

LONDON, 1862. PARIS, 1867. VIENNA, 1873.



Gold Medal United States; Decoration Grand Gold Cross of Honor, Vienna, 1873; Gold Medal of Progress, 1873; Santiago, 1875; Philadelphia, 1876; Paris, 1878; Santiago, 1879; Maryland Institute, 1878; International Industrial Exhibition, Chicago, 1878; American Institute, 1878, awarded

F. S. PEASE,

FOR MAKING THE BEST

LUBRICATING AND ILLUMINATING OILS

IN THE WORLD.

"PEASE'S PREMIUM OIL"

U. S. Government Photometric Tests show that Pease's Premium Oil gives a light equal to 32 sperm candles, making this the most powerful and brilliant hydro-carbon illuminator in the world.

HIGH FIRE TEST! COLORLESS! and ODORLESS!

For burning in ORDINARY KEROSENE LAMPS. Endorsed by the highest authority in the United States and Europe.

GERMAN STUDENT LAMP

Consumers can procure the most powerful and brilliant light in existence by its use.

ORDER DIRECT FROM

F. S. PEASE, Manufacturer of OIL

65 and 67 Main Street, 82, 84 and 86 Washington Street,

BUFFALO, N. Y.

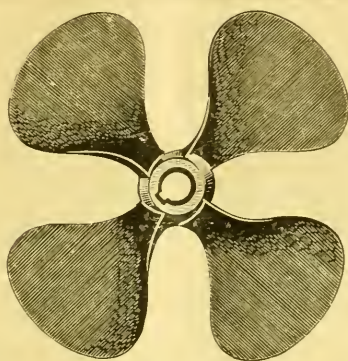
PROPRIETOR AND ONLY MANUFACTURER OF THE CELEBRATED BRAND

"PEASE'S PREMIUM OIL."

TO OUT-OF-TOWN CONSUMERS—Send your orders direct to us.

FARRAR & TREFTS

PROPELLER,
YACHT and TUG
WHEELS
A SPECIALTY.



MARINE
And STATIONARY
ENGINE
AND
BOILERS.

MANUFACTURERS,

47 to 61 and 56 to 66 PERRY STREET,
BUFFALO, N. Y.

Buffalo German Ins. Co.

OF BUFFALO, N. Y.

STATEMENT JULY 1st, 1880.

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.

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
Ætna Insurance Co. Stock,	9,000.00		\$800,157.45

This Company is acting under what is known as the "SURPLUS LAW," Chap. 159, Laws of the State of New York, 1874.

"Special Reserve Fund," deposited with the Insurance Department of the State of New York, par value, \$200,000, Market value, \$206,850.00

"Guaranty Surplus Fund," as provided for by said Law, 206,850.00

PHILIP BECKER, President.

OLIVER J. ECCERT, Secretary.

29
13
54
R. W. BELL & Co's

CELEBRATED BRANDS
OF



SOLD EVERYWHERE.



SATISFACTION GUARANTEED.

WARRANTED PERFECTLY PURE.

ASK YOUR GROCER FOR THEM.

77 to 89 Washington, and 8 to 20 Beaver Streets

○ BUFFALO, N. Y. ○

<http://stores.ebay.com/Ancestry-Found>

<http://stores.ebay.com/Ancestry-Found>

<http://stores.ebay.com/Ancestry-Found>



Thank you for your order !

This media compilation, our respective advertisements and marketing materials are protected under U.S. Copyright law. The Federal Digital Millennium Copyright Act and various International Copyright laws prohibit the unauthorized duplication and reselling of this media. Infringement of any of these written or electronic intellectual property rights can result in legal action in a U.S. court.

If you believe your disc is an unauthorized copy and not sold to you by **Rockyguana** or **Ancestry Found** please let us know by emailing at

<mailto:dclark4811@gmail.com>

It takes everyone's help to make the market a fair and safe place to buy and sell.