

AMERICAN DOMESTIC AND BRITISH FOREIGN TRADE SIMILAR

IT is important to note the analogy that exists between the *inland trade* of the United States and the *water borne* trade of Britain. Each owes its existence to the fostering and protective care of its respective government.

The construction of the Erie Canal followed later by railway extension, opened up the vast solitudes beyond the Alleghanies and Mississippi to settlement and trade. In 1850 the Washington government subsidized a trunk line from Lake Michigan to the Gulf of Mexico, with a land grant six miles square for every mile built. Every state west of the Mississippi and five east of it are indebted to land grants for initiating the construction of railways. The Union and Central Pacific Railways received 20 square miles of land grant for every mile built, and in addition a loan of sixty-two millions of dollars. United States is now expending over \$19,000,000 annually on harbor and river improvements—largely to promote inland transportation. The Erie Canal is now being deepened a second time at a cost of \$100,000.00. Improvement schemes, involving an expenditure in all, of \$400,000,000, have been approved by the government experts at Washington and are awaiting appropriations.

Parallel with these huge expenditures, made or contemplated for transportation purposes, Britain's colonial and foreign trade was also supported by like means. She did not establish her supremacy as the great ocean carrier of modern times on free trade lines. On the contrary the British government subsidized its main line of steamers "to afford a rapid, frequent and punctual