

more consorts, and it, in turn, is giving way to the modern steamer, maintained at little more than one-half the cost, while having a carrying capacity quite as great, a speed double that of the propeller and consort, and making two or three round trips for one of the tow. Of large capacity and great power, regardless of wind or weather, the steamers of the prevailing type bear their cargoes to and from ports a thousand miles apart, with the precision of railroad trains, each of them transporting at once more than ten ordinary freight trains.

The work of this lake shipping is given approximately by the United States census report, 1890. The freight movement in 1889 on all the lakes was estimated by that report at 53,424,432 tons. The tonnage put afloat since then has increased this movement to 63,240,514 tons. Estimates only can be given, because at one point only on the lakes, Sault Ste. Marie, is there an official record made of tonnage movement. The movement through the Detroit river alone, in 1889, was estimated at 36,203,586 tons. The total entries and clearances, foreign and coastwise, for the port of London that year (1889), were 19,245,417 tons; of Liverpool, 14,175,200 tons. The estimate of the tonnage movement through the Detroit river, in 1889, was 3,000,000 tons above the combined foreign and coastwise tonnage of the ports of London and Liverpool.

The rapid growth, too, of steam transportation, and the competition of lake lines with the railways, have caused continued reductions in the cost of transportation. The cost per ton per mile of carrying freight, an average distance of eight hundred miles, was one and one-half mill in 1889. The value of all the cargoes—27,500,000 tons—carried on the lakes during that year was over \$315,000,000. Had this been carried at railway rates, the cost to the public would have been over \$143,000,000; by the lake rates it was about \$23,000,000 only; so that transportation on the lakes saved to the public about \$120,000,000 in one year. But, as to a large portion of this tonnage, any possible cost on wheels would not have permitted it to move at all. In such a case, its production at the point of origin would, of course, have been impossible. That, in turn, would have halted the pioneer emigrant this side of the richest areas of the continent.