

foreign and coastwise shipping of Liverpool and London. This does not include traffic between Lakes Superior and Michigan or Lakes Erie and Ontario, or local traffic between ports on these lakes. Nearly three times as many boats yearly pass through the St. Mary's Falls Canal at Sault Ste. Marie as through the Suez Canal, with an aggregate tonnage of 7,221,935 in 1889, against 6,783,187 for the Suez Canal, though with only 234 days of navigation, whereas the Suez Canal is open all the year round. The figures for the lake ship-building are equally striking. Last year the tonnage constructed by lake builders was almost exactly equal to that of the Atlantic, Gulf and Pacific shipyards combined. The lake vessels numbered only 225 out of a total of 994 for the country (exclusive of western river boats), but this fact shows that on the average the lake builders launched a better class of vessels. On the lakes were built only four less steamers than on the Atlantic and Gulf coasts, and their tonnage was more than twice as great. Of the whole steam tonnage of the United States, about a third is on the lakes, and of steamers between 1000 and 2,500 tons they have more than half the total. Naturally the sailing tonnage is not great, but it is half as large again as that of the Pacific slope. Last year there were twenty-one sailing vessels of more than 1000 tons on the lakes and 156 between 500 and 1000 tons. The growth of ship-building on the lakes has been very marked in the last few years. In 1886 87 there were thirty-one boats built valued at \$4,074,000; in 1889-90 there were fifty-six built, valued at \$7,866,000. The tendency, as elsewhere, has been toward iron and steel for large ships. Ten were built of steel in Cleveland in 1888-89, aggregating 22,989 gross tons. One of steel and one of iron were built in Detroit and two of iron in Buffalo."

The immensity of the long distance lake traffic will be appreciated from the following statement:—

The traffic through the Detroit River in 1888 was about 19,000,000 net register tons, the number of vessels 31,404, exclusive of traffic between foreign parts; in 1889 it was about 22,000,000 tons; in 1890 over 23,000,000 tons. The tonnage in and out of Duluth increased in the four years previous to 1889 from 1,372,233 tons to 2,452,113 tons. At Buffalo the tonnage of lake vessels was about 6,006,000 in 1888, and nearly 7,000,000 in 1889.

The total lake arrivals and clearances at the port of Chicago in 1889 was 10,268,031 tons, in 1870 it was 6,033,207 tons, an increase of 72 per cent. in 20 years.

While this unprecedented increase of commerce upon the Great Lakes