

Aftermath.

AMPLER NEW YORK CANALS—Under the terms of the new constitution a majority of the people of the state of New York voted on Nov. 5, 1895, to devote \$9,000,000 to the enlargement and improvement of their canal systems. Of this sum \$4,000,000 is available at once. Work will be begun as soon as practicable, bonds to be issued in payment thereof.

The bonds bear interest not to exceed 4 per cent. payable semi-annually and shall be issued for a period of not more than seventeen years. They shall not be sold all at one time, but in lots not exceeding \$4,000,000. Within three months after the issuing of the bonds the law directs the Superintendent of Public Works to proceed to enlarge and improve the Erie, Champlain and Oswego Canals; the improvement to the Erie and Oswego canals to consist in deepening the same to a depth of not less than nine feet of water, except over and across aqueducts, mitre aills, culverts and other permanent structures, where the depth of water shall be at least eight feet; but the deepening may be performed by raising the banks wherever the same may be practicable; also lengthening or improving locks which now remain to be lengthened, and providing the necessary machinery for drawing boats into the improvised locks and for building vertical stone walls where, in the opinion of the State Engineer and Surveyor and Superintendent of Public Works, it may be necessary. The improvement upon the Champlain Canal shall consist in deepening the canal to seven feet of water and the building of such vertical stone walls as in the opinion of the State Engineer and Surveyor and Superintendent of Public Works may be necessary. All work shall be done by contract entered into by the Superintendent of Public Work on the part of the State, and shall be let to the lowest bidder, but in no case shall the amount of any one contract exceed the sum of \$500,000.

This recorded liberality of the New York taxpayers is gratifying and the friends of cheaper transportation hope that the improvements voted will prove an appetizer which will lead to an early demand in the Empire state for the utmost feasible capacity of artificial channels.

CHARACTERISTIC EXHIBITS—Two conspicuous features of the Cleveland convention were the ship canal exhibits by the Chicago sanitary and ship canal and the large working model of the Dutton pneumatic lock.

DETROIT RIVER COMMERCE—To the tables on page 340 should be added for 1894: No. U. S. vessels 34,800; registered tonnage 26,120,000; staple commodities 24,263,868; total great lakes clearances 54,758; registered tonnage 37,565,229.