

interest and dividend payment is assumed to be 4 per cent., the income from the great lakes portions of these eighteen railway systems is \$48,000,000 a year, or almost enough to give us 26 feet of water from the head of Lake Superior to the Atlantic ocean!

Private individuals having permanently invested nearly \$4,000,000,000 in railways in the great lakes basin, the yearly income from which is sufficient to dig a ship-outlet to the sea that would serve the people without cost for all time, the argument that the expense of providing a marine highway for more than 20,000,000 of people is too heavy for the resources of two nations, is simply disgusting.

CITIES OUTSTRIP NATIONS—Several cities have far outdone the utmost that is demanded of these two countries. A generation ago an Erie canalboat could not reach Glasgow at low water, the shoals in the Clyde affording scarcely 18 inches of navigation. The Scotch tradesmen saw that they could not compete with the world and transfer their goods twenty miles on the backs of mules to and from a little wharf called Port Glasgow. The city, therefore, by a new and heroic effort, acquired thousands of acres of wharfage and miles of water frontage, and, spending \$60,000,000 thereon, turned Glasgow from a struggling town of 100,000 or less into the foremost ship-building and the fourth largest shipping port in the world, and the second richest city in the British empire.

To act as a Clyde trustee is one of the high honors of Scotland, and well it may be.

At Hamburg the government has monopolized the Elbe, transforming the river into an arm of the sea, and erected thereon the most modern and pretentious warehouses and dock structures on the oceans. No expense was considered too heavy for the creation of the strongest maritime city on the continent. Actual results more than justify the original outlay.

At the mouth of the Mersey the tide rises and falls 30 feet. Liverpool merchants, therefore, were obliged to engage largely in the African slave and other foreign trade which did not require their ships to land at the home port. After the war of 1812 and the downfall of Napoleon slave trading was interdicted and privateering became unprofitable. Thereupon the city, then only a small town, created a dock board, wrested the water frontage from private ownership, executed an unparalleled system of tidal locks, stone quays, hydraulic wharf machinery and transfer works. The enterprise cost \$110,000,000, but it now produces an income of \$8,000,000 per year and makes Liverpool the most powerful and famous shipping center on the globe.

Manchester invested nearly \$80,000,000 for a ship-outlet through dry land to the Irish sea; the New York dock commission has expended nearly \$30,000,000 in improvements and