

but to state that a better method has come, and that the only possible means of competing with this better method is to make one better still.

Since 1840 the growth of the railroad system tributary to and bordering upon the Great Lakes has been as follows: In 1840 there were in this tributary country in the United States 89 miles of railroad; in 1850, 1276 miles; in 1860, 10,238 miles; in 1870, 19,703 miles; in 1880, 37,456 miles; in 1889, 63,688. In 1889 these railroads moved 208,179,478 tons of freight. In Canada there were in 1889, in its two principal railroad systems, 8087 miles, making a total more or less tributary or adjacent to the Great Lakes and the St. Lawrence River of 70,775 miles. These railroads have in connection with the transportation facilities of the lakes built up great centres of population and trade. These cities lie directly upon what may be made a continuous and adequate water-way to the seaboard. The immense commercial business which is transacted annually at one of these great commercial ports may be appreciated by an examination of the following statement of the traffic at the city of Chicago in 1889:—

Length of main lines of railroad terminating at

Chicago.....	54,411 miles.
Number of freight cars received and forwarded.	4,248,769
Tons of freight received and forwarded.	43,013,444

While the railroads with their important facilities carried a larger part of the products westward, the record of 1889 shows that there were transported on the lake two-thirds of all the cereals that went eastward.

HARBOURS.

The United States Government has not only deepened the channels between the lakes, and vastly improved them for a large traffic and for the increasing size of vessels, but it has inaugurated a system of harbour improvement of equal capacity. Its present policy is to improve the harbours of the principal ports, so that there will be a depth of 20 feet, the depth of the entrance channels to be the same. In harbours of minor importance the depth of the entrance to depend upon the improvements of the harbour and the facility with which it may be improved. The average depth at present in the harbours of the large and important ports is 16 feet.