

most part among the mountains behind Manilla.

The settlement of the dispute between the Republic and ourselves regarding the Alaskan boundary still hangs fire. The map on page 203, copied from the *Review of Reviews*, shows the two boundary lines as claimed by the United States and Canada.

Few engineering feats of the century can surpass the construction of the great waterway known as the Manchester Ship Canal, whereby ocean-going ships are

adrian cattle had to be landed at Liverpool and there slaughtered within the prescribed limit. All other produce had also to be landed at Liverpool and re-shipped by train to Manchester, which serves a consuming area of over 80 miles, and within that area the population is greater than that within a similar distance from London. In competition with Canada for this vast market for dairy and general farm produce are nearer countries, Denmark and Ireland, and others in lesser degree. How vital



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enabled to travel inland over thirty miles and unload their cargoes at the wharves of Manchester, the metropolis of the North, and the great distributing centre for a district whose population exceeds that of Canada. As we have previously pointed out, the ship canal is of the greatest value to the exporters of Canadian cattle and farm produce, the cost of delivering goods at Manchester being reduced to a remarkable extent. Previous to the opening of the canal Can-

it is then to the Canadian producer to reach the point of distribution with as little delay as possible and at the least expense must be obvious to all. Speaking recently in Toronto, at a lecture on Manchester and the canal, the Hon. John Dryden said he had been deeply impressed with the opportunities that had been opened for the Canadian exporter by the canal. Probably the most interesting feature of the canal, both from an engineer's and a layman's