

COMMERCE OF THE INLAND SEAS.

Concluded from last Issue.

BENEFITS OF LAKE TRANSPORT.

Our toastmaster, Senator Palmer, declared in the year 1891:

"No route has so magnified the direction of permanent development as that of our inland seas. The cost of transportation by lake today, 1891, is only one-ninth the cost of the same service by rail, and it has brought the farmer of Minnesota, Wisconsin and Illinois in closer proximity to New York than the farmer of southern Ohio. The manufactures of the east can be carried a thousand miles west at a less expense than the cost of shipping the same goods one quarter of that distance north or south.

"There is not a single individual in the United States who is not benefited by cheap transportation on the lakes. It means cheap food, cheap iron, cheap goods of every kind to every man, woman and child in the United States."

Warming to his work and applying his broad patriotism and sympathy to the subject, by way of talking it into the memory, he added: "There is not a colored man sitting under a banyan tree down at Key West, or a lumberman in Maine; there is not a miner in California, there is not a rancher in Texas, but is affected by low freights and their effect upon railroads."

The cost of lake service in 1890 was computed at one-fifth the cost of simply moving freight on the most favored railroad, and about one-ninth the average cost on the railroads of the United States. President Hill, of the Great Northern line, operating six large freight steamers, said, about that time, that, given twenty feet of water, he would cut the cost of lake transportation in two.

Naturally there is rivalry and competition between railroad and water carriers. It was computed in 1890 that the saving to the public by the lake transportation, as against railroad rates, was \$135,000,000. It is conceded that the water rate regulates and controls railroad charges east and west, affecting even roads which do not come into direct competition with it.

Yet there is room for both, and I doubt very much, with railroads operating extensive lines of lake steamers, and with the fact that certain primary products must be carried at a cheaper rate than railroads can afford to or not at all, if there is among practical men in railroad affairs, very general opposition to water routes. And upon this theory, that the greater use made of internal waterways, the greater volume carried of products which seek that means of transportation, the general development will be greater and there will be more business for all.

By improvements in roadbeds, better grades, straighter tracks, heavier rails and better equipment, the railroads are steadily increasing the load they can carry at given expense, and so are reducing the cost of rail transportation. But precisely the same things are going on in water transportation. What these improvements mean to railroads, deeper channels, better aids to navigation, larger vessels, improved facilities for handling bulk cargoes are to vessels.

The Government is at work to provide twenty-foot channels through the lakes. And here it would be proper to remark that the saving to the public by lake transportation, as against the rail rates, amounts in a single year to something like *four times* the entire expenditures of the government in improvement of these channels from the beginning. The people of the northwest have secured a joint commission, and ask the United States and Canada to expend \$73,000,000 for twenty feet of water to the Atlantic seaboard. A private enterprise projects a similar channel by way of the St. Lawrence and Lake Champlain to the Hudson at an estimated expense of \$90,000,000. New York, in her new constitution, has favored and authorized the enlargement and improvement of the Erie canal. Pittsburg has her enterprise, with a prospective outlay of \$27,000,000, for deep water from Lake Erie to the Ohio. Another project is for a canal from Lake Superior to the Mississippi. Chicago has on hand her sanitary and ship canal with twenty-six feet of water, continuing with not less than fourteen feet to the Mississippi, to which the government is expected to contribute for the navigation feature.

I am not advocating nor opposing, but calling your attention. It is claimed, and denied, that the Chicago sanitary and ship canal will reduce lake levels, also that, restoring the ancient waterway, it will greatly increase the volume of lake commerce; it is claimed, and denied, that a system of submerged dams at the foot of Lake Superior will, by reserving the water at proper times, furnish a means of controlling lake levels. It is claimed, and denied, that a like system in the Niagara River will raise the level of Lake Erie, and deepen the water in its harbors and over the Limekiln Crossing [Detroit River], and the dangerous shoals at the mouth of this river.

It is urged that any deep waterway to the sea should, for military reasons if none other, be entirely through American soil, and that Canada justifies the building of her Sault canal, about to be opened, on military grounds; attention is called to the great number of light-draught war vessels which England could send to the lakes. It is urged that when improved the Erie canal should be enlarged to a ship canal; and objected that it cannot be made commercially successful. Another route for a ship canal is by the Mohawk, with an American canal around the falls. Cleveland has a new enterprise in a line of steam and tow barges by way of the Erie canal and the Hudson. It is suggested that the moderate enlargement of that canal would enable similar lines of larger barges to run to more distant lake ports.

It is claimed that the deepening of the channels, and enlarging of the locks through the St. Lawrence, or any other system of deep channel to the sea, would enable lake shipyards to compete with the ship-builders of the east, a matter of greater value when the wisdom of our rulers shall have solved the problem of increasing our foreign marine, and when you build steamers for ocean service, as you have already done in this State, they will not have to be cut in two and spliced together below the canals.

Michigan has to day a greater interest, because the subject is bigger, in the inland marine and its commerce, than she had when your enterprise opened up the great northwest by building the Sault canal. The same kind of pluck and energy, added to like business foresight, will enable Michigan to take as large measure of advantage of all increase as ever in the past. The spirit of modern commerce finds its exponents in Chambers of Commerce. Detroit, the Nestor among cities of the west, is the metropolis and business centre of the State. If she should not furnish all the vital organs, yet, judging from our Chamber of Commerce at home, it is here, in this chamber, that the brain should be looked for, and the concentrated business push and energy. It should be for you to see to it first, that this waterway is fairly treated; and, second, that Michigan gets her due advantage from it, which she can do by working with her sister States, and you with your sister cities, for the common good. The history of the subject shows the futility of selfish local effort for the harmonious and logical development and advancement of the whole system.—*Harvey D. Goulder, at the Detroit Chamber of Commerce.*

WINE MAKING IN CANADA.

Among the different industries of Canada which have forged their way to the front in the last quarter of a century probably none have done so in a more marked degree than wine manufacture. The growing of grapes on a small scale had been carried on for some years, but it was not until, we believe, about 1866 that the first extensive attempt was made by a company of Southerners who located themselves on Pelee Island, in Lake Erie, to make vine-growing in Canada, on a large scale, a success. Nicholas Longworth had already demonstrated what delightful wine, resembling a delicate Sauterne, could be made from the white grapes of the adjoining American island of Put-in-Bay. In 1869 a small quantity of wine was made, and in 1871 placed on the market, but Canadians were not, as a rule, wine drinkers, and sales were slow.

The taste for "native wine" slowly grew, however, and in the Niagara district, as well as on the main land of Essex county, around Hamilton and Toronto, as well as further west along Lake Erie shore, and northward from it, wine making was resorted to on an increasing scale. It was not always successful, because not all who tried it knew how to make good

wine, but the quantity marketed steadily increased. And it is not too much to say that the quality improved, for year by year the vine growers knew better how to treat their vines, and the wine makers constantly learned something about the storing and handling of their product. Ontario to-day produces delicious wine.

Essex, Pelee Island, and the group of counties lying between Lake Ontario and Lake Erie, have preserved year after year a reputation for growing grapes of good flavor. About 1874, Mr. J. S. Hamilton, of Brantford, took an interest in the vineyards of Pelee, and from that time forward, by furnishing a good article of wine, and by dint of advertising and push, "Pelee Island Wines" came to be known in all the Provinces of Canada.

The favorable location of Pelee Island has still kept their wines in the front rank. The Pelee Island Wine Co. was formed in 1887. This company's business had reached such proportions that they, in 1891, pressed five hundred tons of grapes. In that year, too, a brandy distillery was established, and their first brandy was distilled in January, 1892; this was put on the market in October, 1894. Brandy, as well as wine, used to be made twenty years ago, it will be remembered, by J. M. De Courtney—who by the way is one of Wilkie Collins' characters in his novel of "The Woman in White"—first at Anderson in Essex, and then at the Cookville vineyard. Among other makers of wine few have established a better reputation for good wine than T. G. Bright, of Toronto, who has been connected with Canadian wine growing and wine making for a long time. He is now one of the proprietors of the Niagara Falls Wine Co., which makes palatable white and red wines, and uses a large part of the products of vineyards near Niagara Falls.

With fair, not to say liberal treatment of the winegrowers by the Government, in the matter of spirits free of duty, where additional strength is required, and control of the manufacture of wines in Canada being taken by the Inland Revenue Department, compelling the exposure for sale of only pure wines sufficiently matured by age, Canadian made wines should be able to withstand the effect even of the French treaty, should it come into force.

DRAINING THE TRASIMENIAN LAKE.

The *Fanfulla* of Rome announces that the project of the draining of the Trasimenean Lake, which has been talked about for more than 2,000 years, will at last become a fact. A syndicate of capitalists has bought up the territory surrounding the lake, and the immense undertaking will be started this year. The circumference of the lake, in which there are three small islands, is more than 30 miles; its depth averages nine feet. It is proposed to finish the work inside of two years, and it is to cost 12,000,000 lire (\$2,400,000).—*Philadelphia Record.*

A WESTERN COAL STORING PLANT.

Work has been begun upon the large coal storage handling plant which the Northern Pacific will erect at Tacoma, Wash., for loading vessels used in the coal trade. The new bunkers will have a capacity of 14,000 tons, and will be equipped with improved machinery for the rapid loading of vessels. The bunkers will be 400 feet long, 60 feet wide, and 60 feet high. Statistics of the Tacoma coal trade show that an average of about 25,000 tons per month is shipped by water from that point. More than 20 mines are worked in the district tributary to Tacoma, their outputs ranging from 150 to 1,800 tons per day. The coal is bituminous, semi-bituminous, and lignite.—*Philadelphia Record.*

—Mr. Edward Atkinson wants to know who demonetized the cow. Time was, according to Mr. Atkinson, who knows all about finance, when cows passed as currency in Massachusetts. At some period in the history of the State the cow has been demonetized.

—Mrs. Butler is about to leave town for Chicago, says the Chatham (Miramichi) *World*. She is disgusted with the town. It is too tough for her. She says, "When a decent woman is kept awake after midnight, by lawyers playing horse in the street, hauling each other in a stolen grocery cart, shouting and laughing the while, it is time to look out some other place."