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Toronto and Principal Cities  
of Dominion.**COMMERCIAL VALUE OF WATER  
FALLS.**

An article which appeared in THE MONETARY TIMES a few years ago was entitled "The Commercial Value of Mountain Scenery." And at least one puzzled subscriber of ours (who had simply read the heading but not the article) asked if we had employed a humorist to write on such absurd subjects. And yet the article was a quite reasonable one, and the money value of mountain scenery has been made very plain. We are now told that the sale of cascades in Norway is developing into quite a commercial feature of that country, which is not otherwise very profitably endowed by nature. One of the United States consuls in Norway, Vice Consul Eyde, of Flekkefjord, reports: "The past year has shown eminent inclination for the purchase of water falls, and all our falls, both large and small, are already engaged by speculators. The water fall Rafus, on the river Kyma, has been sold through Mr. Chr. Salvese, of Leith, to Herr Gratzel von Gratz, of Hanover, for a sum of £15,000. The fall is very large. An aluminum manufactory is said to be intended. The waterfall Struben, in the river Aaen Sire, is said to be sold for £8,300. Its intended use is not yet known."

**COMMERCE OF DETROIT RIVER.**

While the report of the commerce of the Detroit River for the past fiscal year has not been officially made public, yet through the kindness of Mr. H. Kallman, who has had immediate charge of the river improvements, the *Marine Review* is enabled to present the statistical report for 1894. Mr. Kallman figures that the number of United States vessels passing the Detroit River during the season of 1894 was 34,800 of 26,120,000 registered tons. This is exclusive of Canadian vessels, which are not taken into account at all in the report. He also figures that the clearance of United States vessels from all collection districts on the lakes numbered 54,758, the registered tonnage of which was 27,565,229. The commerce of the river during the season of 1894, comprising staples only, is reported as follows:—

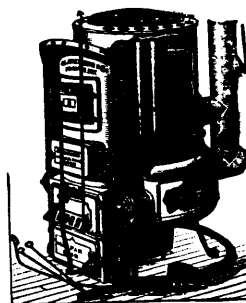
Commodities.	Amounts.	Net tons.
Iron ore and finished iron.....	.....	6,448,445
Copper ore .....	.....	99,573
Silver ore .....	.....	412
Coal .....	.....	6,264,530
Building stone .....	.....	508,000
Cement, barrels.....	917,265	114,000
Wheat, bushels .....	57,337,278	1,749,600
Flour, barrels .....	14,310,482	1,487,048
Corn, bushels.....	45,394,308	1,800,000
Oats, bushels.....	31,000,000	511,500
Rye, barley, malt, bush.....	1,554,000	38,700
Flax, grass seed, bush.....	555,968	33,000
Shingles and laths, pieces .....	180,000,000	42,000
Telegraph poles .....	109,000	30,000
Logs, feet B.M. ....	218,000,000	327,000
Lumber, feet B.M. ....	1,119,165,000	2,150,000
Provisions, hogsheds .....	341,000	560,000
Merchandise, packages .....	5,450,000	2,160,000
Total .....	.....	24,263,868

Another summary has reference to the number of loaded cars that crossed the river during the season of 1894. This total is 304,941, the east-bound cars numbering 183,618 and the west-bound 121,323. At an average of twelve tons to a car, this traffic across the river would aggregate 3,659,292 tons, and at fifteen tons to a car, the total would be 4,574,115 tons.

—In an article on horseless carriages, J. Brisben Walker, in the *Cosmopolitan Magazine*, traces the evolution of the means of transport in the history of man in this order: 1st, floating log; 2nd, sledge down hill; 3rd, animal's back; 4th, canoe; 5th, ox cart; 6th, chariot; 7th, oared galley; 8th, sedan chair; 9th, sailing vessel; 10th, horse carriages; 11th, steam carriages; 12th, steamships; 13th, Pullman cars; 14th, bicycles; 15th, cable cars; 16th, electric cars; 17th, horseless carriages.

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