

The tables show that in 1870 the six American lake cities were 204,469 behind the six other American cities taken for comparison; that in one decade they took the lead by 81,277; and that in the succeeding decade their lead increased to 885,163; their percentage of increase being  $4\frac{1}{2}$  times as great as that of the other six American cities.

The phenomenal growth of the group of lake cities, coincident as it is with the extraordinary development of the lake marine, is mainly due to the fact that their position enabled them to apply advantageously to their transportation problem the latest technical improvements in steel-making and engine building. The prosperity of the lake cities is due to cheap steel ships and high-economy steam engines, factors which did not affect the growth of the American cities of the second group, because the character of river navigation in the United States is practically unimproved, and does not seem capable of material improvement until the people take hold of it in earnest and inaugurate a new and comprehensive system in place of the present lack of system.

The position of the group of Canadian cities in the comparison is intermediate, but withal very favorable. They did not, to be sure, share equally with the cities of the upper lakes in the benefits of cheap transportation, as influenced by cheap steel and triple expansion engines. Still their rate of growth was more than twice as great as that of the American cities of the second group, and nearly half as great as that of the American lake cities.

As it is a well known fact that the tonnage and class of shipping on Lake Ontario and the St. Lawrence have not developed to any great extent as compared with the shipping of the upper lakes, the cause of the large growth of the Canadian cities must lie elsewhere.

Analysis of the figures shows that of the total increase of the group of Can-

adian cities in the decade ending in 1881,—which was 78,621,—the increase of Montreal and Toronto was 64,445, or 82 per cent. of the total, while in the succeeding decade, out of a total increase of 189,208, these two cities increased 170,108, or  $89\frac{9}{10}$  per cent. of the total; while for the two decades covered by comparison, out of a total increase of 267,829, the increase of the two leading cities was 234,553, or  $87\frac{9}{10}$  per cent. of the total.

Comparing increase by decades, we find that out of 267,289, the total increase for twenty years, 78,621, or  $29\frac{1}{3}$  per cent. was the increase of the first decade; while the increase for the second decade was 189,208, or  $70\frac{2}{3}$  per cent. of the total. Such a great concentration of population, confined to these two cities and to the decade ending 1891, must have had a very potent cause. That cause was undoubtedly the building of the Canadian Pacific Railway, of which Montreal and Toronto are the principal eastern terminals; and by which the trade territory accessible and tributary to the two cities was vastly extended. The sudden broadening of the fields of commerce, the great and rapid augmentation of the armies of customers, caused the two cities to "boom" in a manner remarkable even on this continent. Now the "boom" is over; and by contrast the jog-trot of advancement by steady natural increase and improvement seems very tame indeed.

Is there any way by which the "boom" can be revived? This question must be anxiously put by many, especially by those who "boomed" too much. Let the belated boomers pluck up heart of hope. There are ways by which the boom can be brought back, and with quadrupled vigor, and in a form which will benefit not alone the two cities of Montreal and Toronto, but the entire Dominion of Canada.

The last boom resulted from improved rail transportation between the eastern terminal cities and the interior