

administers its water front as a municipality itself ; so long as it permits a street to separate the uplands from the lands under water, and stands in the way of the performance of the legitimate union of both for the legitimate purpose performed anywhere else, so long will it commit a crime against commerce. A disposal of its riparian rights to private ownership—resulting in a union of the uplands and lowlands, and the obliteration of the exterior street, which like a boa constrictor is strangling trade—is the only remedy.

Meanwhile, Jersey City is crowded to a terrible extent. Brooklyn presents a splendid array of storehouses, because private enterprise is permitted to own both sea and land with no streets to divide them. The war goes merrily on at the cost of the public, and is likely to, till the growth of Staten Island as a terminal, and the construction of a tunnel under the Bay from that point to Brooklyn, brings relief, economy and accommodation adequate to the trade which is sure to be concentrated at the point of transfer, where the products and wants of so vast a continent meet the tonnage of the world.

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“In the course of a single life,” seemed a short time in 1775 to predict so great an achievement as the creation of American commerce. Yet Edmund Burke, in the British Parliament in that year, most eloquently said :

“If an angel, turning to a youth, should tell him : ‘Young man, there is America,—which at this day serves for little more than to amuse you with stories of savage men and uncouth manners. Yet it shall, before you taste of death, show itself equal to the whole of that commerce which is the envy of the world. Whatever England has been growing to through progressive improvements, through the virtues of the people, by the succession of civilizing conquests and civilizing settlements in a series of 1700 years, you shall see as much achieved by America in the course of a single life.’”