

IMPORTANCE OF CHEAP TRANSPORTATION.

A SECOND point of analogy between these contrasted countries is the cheapness with which products are carried from the country where they originate to the place of consumption. Cheapness in transportation is a factor in the progress and prosperity of any country, second only to the possession of natural or manufactured products to be marketed. (Note 2.)

Note 2.—Freight rates on wheat from Chicago to New York, show the following reductions per hushel :—

| Year. | Lake and Canal. | Lake and Rail. | All Rail. |
|-------|-----------------|----------------|-----------|
| | cts. | cts. | cts. |
| 1868 | 22.79 | 29. | 42.6 |
| 1905 | 5.51 | 6.44 | 10.20 |

The cost of transportation of wheat from Chicago to Buffalo decreased from 9.89 cents per hushel in 1860, to 1.32 cents in 1905. Senator Frye, chairman of the National Waterways Commission, reported in 1892 :

"A diminution of one mill per ton per mile, freight on United States railways effects a saving of \$100,000,000 to shippers."

Mulhall states the cost of transporting one ton of freight one mile, in cents, is as follows :—

| | |
|----------------------|--------|
| United Kingdom | \$2.80 |
| Italy | 2.50 |
| Russia | 2.40 |
| France | 2.20 |
| Germany | 1.64 |
| Belgium | 1.60 |
| Holland | 1.56 |
| United States | 0.80 |

The tonnage of Pittsburg, owing to cheap carriage of coal and iron, has come to exceed that of any port in the world. In 1902, the rail and river shipments exceeded 86,000,000 tons, the water shipments 11,000,000 tons, or more than either London or New York.

(Note 2 continued on page 7).