

The average distance for which freight on the lakes is carried is 566 miles. From this, the Census Bureau estimates the ton mileage for the season of 1889 to be 15,518,360,000 tons miles. The aggregate ton mileage of railways for the year ending June 30th, 1889, was 68,727,223,146, which shows the ton mileage of the lakes is nearly one-fourth of the total ton mileage of railways in the United States. In no other way could the relative importance of lake commerce be more effectively shown.

During the season of 1879, grain was shipped from Chicago to Liverpool for 17 cents per bushel, a rate but little greater than was paid for transportation by canal from Buffalo to New York, only ten years before, that is in 1869. In 1890, grain was shipped from Chicago to Liverpool for 9 $\frac{3}{4}$ cents per bushel.

The extraordinary growth in shipbuilding and commerce on the lakes implies corresponding changes of conditions as to population and production along the thousands of miles of their shores and in the tributary country. Such equipment and use of these waters mean industrial activity and large advance in population.

	1880.	1890.
Four cities on Lake Superior had population	5,528	64,147
Four cities on Lake Huron and Lake St.		
Clair	181,610	304,863
Twelve cities on Lake Michigan	734,196	1,502,663
Seven cities on Lake Erie ..	420,685	675,310
	<u>1,342,019</u>	<u>2,546,983</u>

An increase of population in ten years of 85 per cent.

The Government of Canada has expended a large amount of money, in some instances assisted by the municipalities, on these lakes in constructing breakwaters, piers, wharves, and in dredging out approaches to harbors and channels entering same, as well as inner basins for vessels to lie in, both for commercial purposes and refuge. Up to the time of Confederation the amount expended by the Public Works Department of Canada for the above purposes was \$890,699.25, and from that period until the 30th June, 1893, the expenditure was \$3,439,364.63, making a total of \$4,330,063.88. This does not include the construction of a dry dock at Kingston, nor the Canadian canal and locks at Sault Ste. Marie. Owing to the low stage of water in the lakes during the past two