

THE USEFULNESS OF CANALS

has passed away, especially when three such large systems can be thereby connected and made a complete whole, is idle talk; for, according to the New York *Produce Exchange*, the Erie Canal, in 1884, running as it does alongside the four-track New York Central and double-track West Shore Railways, its entire length, took 9,452,404 more bushels of grain to that city than all of the railways running to that port.

These remarks would be incomplete without a few facts showing the development and beneficial effects of the great

LAKE SUPERIOR SYSTEM

of cheap water transportation upon the immense empire in area to the west of it.

The receipts of coal at the head of the lake have increased from 60,000 tons in 1880 to 600,000 tons in 1885. The receipts of wheat there have increased from 1,500,000 bushels in 1880 to 14,000,000 in 1884. The elevator and storage capacity increased from 540,000 bushels in the spring of 1880 to 9,400,000 bushels this year, and 3,000,000 more to be immediately built. As a wheat market it has grown from daily sales of a few car loads no longer than 1884 to a wheat market second only in the amount of its daily sales to Chicago, with everything tending to show its daily wheat transactions will equal even that "modern marvel" in the coming year. That has built up there a busy population of some 20,000 from about 4,000 in 1880.

RECEIPTS OF MONTANA SHIPMENTS

in 1884, at the head of Lake Superior, for cheap water transportation east, took marine insurance of about \$4,000,000, and so far this year shows a large increase over last year. Additional to this amount, last year also saw the beginning of Montana cattle shipments to the improved waterway of Lake Superior, that in the near future will exceed the value of the shipments of wheat there, be that value what it may. This improved waterway has made possible the opening of the iron deposits of this State. Those of the Minnesota Iron Company, opened last year, will ship from their port of Two Harbors, twenty-eight miles east of the head of the lake, some 250,000 tons, equal to

18,000,000 BUSHELS OF WHEAT.

This waterway has given to the hard working producers of the North-West, by means of its

CHEAP WATER TRANSPORTATION

freight rates, from Duluth alongside the ocean steamers or into elevators at New York, at an average rate this season of a fraction