

tion, and then, only upon the payment of canal tolls to the state. But it was the great invention of Bessemer, (by which steel has been made cheaper than iron) which brought about the substitution of steel for iron in the rails, that enabled the railways to lower their rates so as to compel the State of New York to come to the relief of her boatmen, in 1882, and entirely remove the tolls.

In 1881 the St. Mary's Canal, Lake Superior, was ceded by the state of Michigan to the Federal Government, and the tolls, which had been levied there since 1855, were abolished. With a free water route from Lake Superior to New York, even the nominal tolls of the Canadian canals, which do not yield one per cent on the cost, cannot much longer be maintained.

The grain arrivals at New York for the last two years were distributed between the railways and the Erie Canal in the following proportions :—

ROUTES.	1891.		1892.	
	Bushels of Grain.	Per cent of total by each route.	Per cent of total by each route.	Bushels of Grain.
N. Y. Central & Hudson River R.R.	35,724,637	26·00	22·63	44,154,777
N. Y., L. Erie and Western R.R....	31,720,511	19·06	20·09	32,351,353
Pennsylvania R.R.....	7,508,164	4·67	4·76	7,931,871
Delaware, Lackawanna & West. R.R.	4,038,939	2·69	3·13	4,576,395
West Shore R.R.....	24,204,323	16·34	15·33	27,748,835
Lehigh Valley R.R.....	18,260,754	12·42	11·57	21,099,293
Baltimore & Ohio R.R.....	1,469,112	1·19	0·93	2,029,011
Various routes.....	1,018,203	0·51	0·64	858,805
By river and coastwise.....	1,322,767	1·29	0·83	2,194,124
By canal.....	31,710,941	15·83	20·09	26,882,087
Total receipts.....	157,878,351	100	100	169,826,551