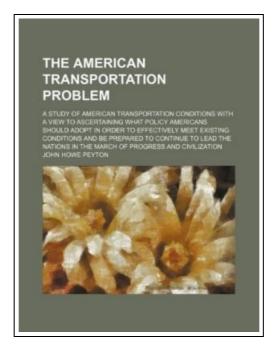
The American Transportation Problem; A Study of American Transportation Conditions with a View to Ascertaining What Policy Americans Should Adopt in Order to Effectively Meet Existing Conditions and Be Prepared to Continue to



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Reviews

Complete guide! Its such a great study. I am quite late in start reading this one, but better then never. It is extremely difficult to leave it before concluding, once you begin to read the book.

(Dr. Hermann Marvin PhD)

THE AMERICAN TRANSPORTATION PROBLEM; A STUDY OF AMERICAN TRANSPORTATION CONDITIONS WITH A VIEW TO ASCERTAINING WHAT POLICY AMERICANS SHOULD ADOPT IN ORDER TO EFFECTIVELY MEET EXISTING CONDITIONS AND BE PREPARED TO CONTINUE TO



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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand ******. This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1909 Excerpt: .on earth. The construction of a canal one and six-tenths (1.6) miles long, at a total cost of \$6,033,533 completed a navigable channel through which monstrous vessels, drawing twenty feet of water, and carrying 10,000 tons of freight, are enabled to make a voyage, laden with iron ore, from Duluth, on Lake Superior, to ports of Lake Erie, where they discharge the ore cargo, are quickly loaded with coal, coke, etc., and return to Duluth--a round trip of from 1,600 to 2,000 miles--thus bringing together the coal and ore which form the basis of our tremendous steel and iron industries. The same writers and statesmen also argue that the comparatively moderate success of the Suez Canal is another proof that we should proceed with the mad project for fourteen feet through the valley. This comparison is only slightly less absurd than that drawn from the success of the St. Mary s Falls Canal. The Suez Canal connects deep water in the Mediterranean Sea with deep water in the Red Sea. This was accomplished by cutting a canal ninety miles long; about sixty miles of the route being through shallow lakes, and the balance through sand-excavation. Eight miles of the distance required no excavation. It requires no locks and gives what is practically open slack-water navigation. There is only si feet difference of level, in ninety miles of distance, or less than one inch per mile of fall. The total cost of construction was about \$100,000,000. It...

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