



OLIN'S



COMMERCIAL GEOGRAPHY



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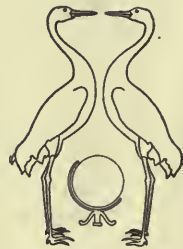
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COMMERCIAL GEOGRAPHY

BY

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PREFACE.

THIS work is designed as a guide to the study of practical facts in Commercial Geography. It is prepared especially for the geography work of grades seven or eight in the common schools of our land.

Care has been taken to present facts and definitions in a simple form and in a correlated manner. Each illustration has been selected to teach either a geographical or a commercial fact. The illustrations are *new*, and will interest the student, fixing the truth they teach.

Part I classifies commerce and enumerates the aids to commerce. Each chapter closes with a question summary that will prove helpful to both teacher and pupil.

Part II shows the author's plan of presenting a commercial trip. It combines description and information in such a way that the pupil feels he is making the journey himself. It teaches the art of travel and the great value of close observation. This trip is carefully chosen over new routes of travel, and incidentally teaches many important commercial and geographical facts. It shows teachers a practical plan for similar trips to our greatest manufacturing and commercial centers.

Make the work as real and as practical as possible. This develops thoughtful research, strengthens memory, and quickens observation, while it gives general knowledge along valuable geographical lines.

Part III presents miscellaneous facts of commerce and geography intended to encourage laboratory work along practical lines. The author believes it to be one of the most helpful features of the book. Teachers are urged to use this part of the work as their environments would suggest and time will permit.

The world map is prepared expressly to show the commercial world in the present condition of trade, with railroad, cable and steamer lines of communication.

To simplify the International Date Line problem, the Prime Meridian is made the unit of division on the Mercator projection plan.

The continents are located to give the principal southern trade routes, even though it cuts the northern part of Siberia — unknown to commerce — out of the map.

Cities are numbered according to their commercial rank in 1900. Names are found in an accompanying index, but do not appear on the map. All cities of 150,000 population or more are located and ranked on this map.

Being prepared for constant use, the map is detached from the text and made of sufficient size to *clearly* show all elements of the map.

Hoping that the youth of our land may be led to carefully study the problems of location, trade and invention, and their intimate relation to products, occupations, and the industries of nations, the author presents this volume to aid in this work. The youth are the hope of any nation. The perpetuity of our institutions, the commercial interests of our nation, and the responsibilities of state, rest with our school children of to-day. Therefore the author dedicates this work to the school boys and girls of America.

THE AUTHOR.

ACKNOWLEDGMENTS.

I DESIRE to state that valuable assistance has been given in preparing this work from the following sources: Statesman's Year Book, Consular Reports, Appleton's, Johnson's, Student's and the Manifold Cyclopedias; articles in the Forum, Popular Science Monthly, World's Work, Scribner, Review of Reviews, McClure, Cosmopolitan, Everybody's, Self-Culture, and National magazines; Guyot's Physical, Frye's, Redway's, Tarr & McMurray's, Dean & Davis's Inductive, Rand & McNally's, Morton's Political, and Chisholm's and Adams's Commercial Geographies; The Northern Steamship Co., the International Navigation Co., the agents of the N. Y. K. line in Sydney, Australia, and Manila, P. I., the Santa Fe R. R., the New York Central R. R., the Boston & Albany R. R., Mo. Pac. R. R., the Canadian Pacific R. R., the Western Union Telegraph Co., Wells & Fargo Express Co., St. Paul and Tacoma Lumber Co.; publications of the American Geographical Society, "The State," The Pathfinder, Western School Journal, Scientific American, Christian

Herald; Departments of State, Navy and Treasury, Washington, D. C.; Commercial Museum, Philadelphia, Penn.; Mr. O. P. Austin, chief U. S. Bureau of Statistics; Mr. Wm. P. Wilson; Mr. S. I. Kimball, Gen'l Supt. Life-Saving Service; Mr. Arthur McMichael, Chief Clerk Dept. of State; Mr. Geo. H. Daniels; Mr. N. M. Brooks, Supt. Foreign Mails; Mr. E. C. Leedy; Mr. S. M. Campbell; Mr. Jno. F. Scott; Mr. D. G. Robertson; Mr. T. E. Fisher; Mr. J. M. Morrison; Mr. W. M. Stewart; Mr. E. C. Chenoweth; Mr. F. D. Coburn; Mr. W. H. Martin; Mr. A. B. Johnson, Chief Clerk U. S. Lighthouse Board; the U. S. Fish Commission; J. F. Moser, Commander U. S. Navy; the Armstrong Cork Co.; Glucose Sugar Refining Co.; Kellerman's Botany; American Inventions and Inventors; Stories of Industry and Cram's Atlas. Also, special acknowledgments to Underwood & Underwood, Ottawa, Kansas, for the use of many of their copyrighted views; Parke, Davis & Co.; Paris Medicine Co.; McCormick Harvester Co.; and Mrs. Winnie C. Olin.



A Patriotic Appeal.

TABLE OF CONTENTS.

PART I.—Aids to Commerce.....	Page. 7
PART II.—A Commercial Trip Around the World.....	71
PART III.—Facts for Laboratory Work	147

INTRODUCTION

IN these days of wonderful inventions, great scientific discoveries, and expanding commercial interests, the student of Geography finds a fourth division of the general subject necessary — Commercial Geography. The commercial importance and needs of our nation demand that the school children of to-day be led to study this new division. Its information will be of practical benefit, and will lead the student to see how close and vital must be our commercial relations with all other commercial or trading nations. Therefore, this new division should be given equal importance in study with the other three divisions — Mathematical, Physical, and Political.

In pursuing the study of Commercial Geography, both teacher and pupils will find a general scrap-book, railroad and steamer guides interesting and helpful. A very serviceable scrap-book can be made of cloth, the size of this geography. Make as many sheets or pages as you desire, or that can be conveniently handled. When this book gets full, make others, but have some clear plan of indexing each volume. The railroad and steamer guides can be obtained by addressing the general passenger agents of the various lines. I have always found them courteous, and glad to help along in this work. Through the station or steamer agent in your own city or town, much valuable printed matter can be procured. Many dull or listless students can be energized by this method of study, and set to earnest work when other means fail. It seems fascinating to the boys and girls, and therefore interests them, because it is useful and “up-to-date” in data given.

Frequently, many very beautiful, interesting and instructive pictures can be obtained from the various transportation companies in this and other countries, simply for the asking.

This is the “laboratory method” applied to Geography, and I commend it to the teachers of this important and essential branch of school studies in both city grades and country districts.

This work is grouped in chapters, and should therefore be studied by topics and not by pages.

The book is but a brief treatise of a very large subject, and is intended only as a manual or outline to direct students in their study of this subject and assist teachers in their assignment and recitation of lessons.

The most expensive features in all geographies are the maps, and as a good outline wall map and an authentic atlas should be in each school-room where advanced work in geography is expected, continent and national maps are omitted in this work. In a pocket in back cover of the book will be found a commercial map of the world, showing the greatest trade routes by land and by water, and all great commercial cities, as well as the most influential agencies affecting trade routes. This map is on the Mercator projection plan, but with different division lines from those shown in previous maps, that the question of the International Date Line may be simplified. As this map must be used almost daily, it is placed on substantial cloth, and should, with careful usage, last as long as the accompanying book.

W. H. OLIN.

OTTAWA, KANSAS, October 1, 1901.

CONTENTS OF PART I.

	<i>Page.</i>
CHAPTER I.—Commerce	9
Question Summary.....	13
CHAPTER II.—Food Commerce	14
Question Summary.....	19
CHAPTER III.—Overland Commerce	21
Question Summary.....	23
CHAPTER IV.—Railroad Commerce	24
Question Summary.....	32
CHAPTER V.—Important Aids to Commerce	33
Question Summary.....	40
CHAPTER VI.—Building a Modern Steamer	42
Question Summary.....	47
CHAPTER VII.—An Ocean Voyage in the St. Louis	48
Question Summary.....	53
CHAPTER VIII.—Our Consular Service	53
Question Summary	55
CHAPTER IX.—The Light Stations of Our Nation	56
Question Summary.....	63
CHAPTER X.—The Life-Saving Service of the United States	64
Question Summary.....	67
CHAPTER XI.—Great Canals of Commerce	68
Question Summary.....	70

PART I.
AIDS TO COMMERCE.



School Children of America



Christiana's Largest Market, Norway.

OLIN'S COMMERCIAL GEOGRAPHY.

CHAPTER I.

Commerce.

COMMERCE is an interchange of various productions and manufactures between individuals, communities or nations. If the interchange be between individuals or communities in the same nation, it is called domestic commerce; when between individuals or communities in different nations or governments of nations, it is called foreign commerce.

The farmer raises his grain, fruit and stock on his farm and sells the same to the commission merchant, storekeeper and stockman, who in turn

sells the grain, fruit or stock either to consumers or large dealers. In this way commerce had its origin. The manufacturer generally gravitates toward that locality that furnishes good facilities naturally for power and water-supply. Here capital invests itself and a commercial city springs into being. Because of its abundant water-supply coming from its hills and the vast quantities of building-stone resting within these hills, New England has always been the center of a great manufacturing industry. This fact, together with its good harbor and proximity to these manufacturing plants, has made Boston the channel through which manufactured goods of New England have reached

foreign trade; hence Boston early became a strategic seaport and commercial harbor.

The ocean harbor, geographical location and the Erie Canal made New York a logical metropolis, led industries to invest themselves and trade routes to center there. Pittsburg's almost inexhaustible coal-beds gave her logical precedence in the iron and steel industries. Chicago through her natural advantages and location gained the trade and industries that make her the greatest inland mart in the world to-day.

The vast fields of cotton in the South, with her good fuel and water-supply, are to-day inviting the manufacturer, and millions of dollars are being invested in mills to work up the cotton in fields adjacent to these cotton mills, saving the expense of a long haul. This land is adapted to cotton culture, the climate congenial, and hence cotton has become a staple crop in these Southern States. This, together with the ore and coal in the mountains near at hand and an abundant water-supply, is planting large commercial centers all through our South-land.

Then we learn that the physiography of a country has much to do in locating trading marts and manufacturing centers.

An agricultural region may maintain a thriving town or city, but a city of commercial importance must have good connection by rail or water with the commercial world in order to thrive and prosper.

When an individual sells more than he buys, he is said to prosper. When a nation of individuals in the aggregate sells more than it buys, the balance of trade is said to be in its favor, and it is prosperous. The United States sold more than it purchased, in 1900, and had a net balance of \$545,000,000 in its favor.

When an individual buys more than he sells, he is said to draw on his credit or go in debt. Such a person is losing money, and therefore not prospering.

When a nation of individuals buys in the aggregate more than it sells, the balance of trade is said to be against it, and it is not in a prosperous condition. In 1873 our nation spent \$119,656,000 more than it sold. Our people lost confidence in one another, capital withdrew from investment, and the worst financial panic in forty years fell upon business interests throughout the nation.

The balance of trade was against the United States by many millions of dollars again in 1893, and business interests were again seriously crippled.

These two instances cited above brought hard times, probably intensified from other and complex causes, when men failed in business, families lost homes, farms were mortgaged, debts unpaid, and fewer students attended colleges and universities, as they had to help father and mother "keep the wolf from the door."

Profits from a good balance in a nation's favor, with all other interests economically administered in governmental affairs, give money to invest in public and private improvements, that shall quicken, stimulate or attract trade. Good buildings of fire-proof material in cities, well-paved streets, telephones, railroads, together with many public and private luxuries in home life and in the office, generally follow in the wake of a good trade balance. Our nation's commerce passed the two-billion-dollar limit in 1900.

In 1850 it amounted to.....	\$378,000,000
1860	687,000,000
1870	829,000,000
1872	1,070,000,000
1880	1,504,000,000
1890	1,647,000,000
1900	2,242,000,000

In 1900 our exports amounted to \$1,394,000,000 and our imports to \$848,000,000.

Exports are the goods or merchantable articles shipped from commercial centers to foreign ports or commercial centers. Imports are the merchant-

able articles brought into a commercial center from a foreign port or commercial center.

In the markets of Africa and Japan our nation's commerce has increased five hundred per cent. Where France spent forty cents with us in 1890, to-day she spends a dollar. Ten years ago Germany spent fifty-six cents with us, while now she spends one dollar and fifty cents with us.

Great Britain in 1890 spent \$3.62 in the United States, where now she spends \$5.40; and all other countries that ten years ago spent one dollar with us, now spend three. Great as is our foreign trade, we spend the most of our money at home. Where foreigners spend one dollar at our counter, we aggregate sixty dollars.

The world's commerce was estimated in 1900 to be \$14,500,000,000. The chief commercial nations of the world are here given, with the amount of each nation's commerce.

These data are taken from the statistics sent out by the Philadelphia Commercial Museum, and give the commerce for each country named for year ending December 31, 1900, in millions of dollars.

Rank.	Name.	Imports.	Exports.	Total.
1	Great Britain.....	2,548	1,419	3,967
2	Germany.....	1,388	1,050	2,438
3	United States.....	829	1,453	2,282
4	France.....	882	815	1,697
5	Netherlands.....	770	636	1,406
6	Belgium.....	409	347	756
7	Austria-Hungary.....	337	382	719
8	Australia.....	345	360	705
9	British India.....	293	374	667
10	Russia.....	302	363	665
11	Italy.....	340	267	607
12	Switzerland.....	215	164	379
13	Canada.....	172	169	341



Cheapside, formerly the World's Commercial Center, London, England.

Rank.	Name.	Imports.	Exports.	Total.
14	Spain.....	171	141	312
15a	China.....	158	119	277
15b	Hong Kong.....	19	10	29
16	Argentina.....	113	155	268
17	Japan.....	143	100	243
18	Straits Settlements (Asia),	117	103	220
19	Sweden.....	122	92	214
20	Brazil.....	90	122	212
21	Denmark.....	111	75	186
22	Dutch East Indies.....	77	100	177
23	Egypt.....	70	86	156
24	Norway.....	89	47	136
25	Mexico.....	61	72	133
26	Algeria.....	66	66	132
27	New Zealand.....	53	66	119
28	Cuba.....	72	45	117
29	Cape Colony.....	81	35	116
30	Chile.....	39	59	98
31	Portugal.....	64	33	97
32	Roumania.....	64	29	93
33	Ceylon.....	37	37	74
34	French East Indies.....	37	31	68
35	British West Indies.....	28	26	54
36	Uruguay.....	24	29	53
37	Greece.....	26	20	46
38	Hawaii.....	19	22	41

COMMERCE OF CHIEF COMMERCIAL NATIONS—CONTINUED.

Rank.	Name.	Imports.	Exports.	Total.
39	Philippine Islands.....	20	20	40
40	Persia.....	27	13	40
41	Venezuela.....	13	22	35
42	Natal.....	29	6	35
43	Siam.....	12	18	30
44	Colombia.....	11	19	30
45	Peru.....	8	13	21
46	Bolivia.....	11	10	21
47	Portuguese Africa.....	14	7	21
48	Servia.....	9	12	21
49	Bulgaria.....	9	11	20
50	Porto Rico.....	10	10	20
51	Turkey.....	12	6	18
52	Haiti.....	4	12	16
53	British Guiana.....	6	9	15
54	Zanzibar.....	8	7	15
55	Mauritius.....	6	8	14
56	Senegal (Africa).....	10	4	14
57	Ecuador.....	5	8	13
58	Guatemala.....	3	8	11
59	German Africa.....	7	3	10
60	Madagascar.....	8	2	10
61	Martinique.....	5	5	10

(The other countries of the world have a commerce of less than ten million dollars each.)

The following analysis of the commerce of the United States for the year ending December 31, 1900, tells at what national counters our nation does her trading. (Given in millions of dollars.)

EXPORTS AND IMPORTS.

	U.S.Exports to.	U.S.Imports from.
Great Britain.....	602.2	151.5
Germany.....	197.6	103.5
Canada.....	104.8	40.7
Netherlands.....	83.7	17.3
France.....	82.5	72.7
Belgium.....	46.9	14.6
Mexico.....	38.3	28.2
Italy.....	36.7	27.1
British Australasia.....	28.2	5.3
Cuba.....	26.9	31.7
Japan.....	26.5	26.3
British Africa.....	19.2	1.1
Denmark.....	15.5	.8
Spain.....	15.2	5.5
Sweden and Norway.....	11.5	4.4
Brazil.....	11.5	65.0
Argentina.....	11.1	8.1
China.....	11.1	22.9
Hong Kong.....	9.2	1.3
British West Indies.....	8.6	12.4
Russia.....	11.3	7.8
Austria-Hungary.....	7.6	10.5
Hawaii.....	7.5	9.3
Portugal.....	5.7	3.3
British East Indies.....	5.2	43.3
Chile.....	4.6	7.5

EXPORTS AND IMPORTS—CONTINUED.

	U.S.Exports to.	U.S.Imports from.
Haiti.....	3.7	1.3
Philippine Islands.....	3.5	6.1
Venezuela.....	3.0	6.5
Porto Rico.....	2.8	2.4
Colombia.....	2.6	3.1
Peru.....	2.3	2.9
Dutch East Indies.....	1.9	20.9
British Guiana.....	1.8	4.6
Santo Domingo.....	1.8	3.2
Nicaragua.....	1.7	1.7
Uruguay.....	1.7	2.1
Costa Rica.....	1.7	2.9
Ecuador.....	1.6	1.6
Egypt.....	1.5	8.5
Bermuda.....	1.2	.5
Guatemala.....	1.1	2.2
Honduras.....	1.1	1.1
French Africa.....	.9
Aden.....	.8	1.6
Portuguese Africa.....	.8
Salvador.....	.7	.7
British Honduras.....	.6	.1
Danish West Indies.....	.6	.4
Dutch West Indies.....	.6	.2
Gibraltar.....	.6
Dutch Guiana.....	.5	1.3
Azores and Madeira Islands.....	.5

The commerce of the United States with the other commercial countries amounts to less than a quarter of a million dollars to each country.

The following table gives the data on our nation's commerce in the world by continents, in millions of dollars:

	U.S.Exports to.	U.S.Imports from.
Rest of North America.....	176.6	130.0
South America.....	38.3	93.6
Africa.....	19.5	11.2
Asia.....	64.7	139.8
Oceanica.....	42.8	34.6
Europe.....	1,028.7	440.5

The United States first ranked all other countries as an exporting nation in 1898. Great Britain regained this place the next year, to be again supplanted by the United States in 1900. The imports from and the exports to Europe constitute more than one-half of the world's trade to-day.

Europe purchases three-fourths of our exports and sells us fully half our imports.

Machinery has enabled manufacturing nations

to produce more than they can consume, and to-day these nations seek new avenues of trade for their wares.

Our nation, with European countries, is seeking trade in Asia, Africa, and Australia. The possession of the Philippine group places the United States in a position to secure a greater share of the Asiatic import trade. This will greatly increase our Pacific trade and open new markets for our surplus products. Our exports show a constantly increasing per cent. of manufactured goods, while our imports show an increasing per cent. of raw materials demanded by the rapid development of our manufacturing industries.

Our nation's share in the import trade of the continents is shown in the following table:

<i>Continent.</i>	<i>Per cent. of imports from United States.</i>
North America.....	53.0
South America.....	12.5
Europe	15.2
Asia	6.3
Africa	6.5
Oceanica	7.4

This country has entered the international market. Her commerce is upon every sea, her goods are in many lands. The nation is maintaining its per cent. of trade in North America and is materially increasing its per cent. in Asia and Oceanica, while it continues to receive a half-billion-dollar balance of trade from Europe.

QUESTION SUMMARY.

1. What is the essential difference between foreign and domestic commerce?
2. Which is the greater in our nation, foreign or domestic commerce?
3. What generally determines the location of a commercial center?
4. Why has New England for a hundred years ranked the other States in her manufactures, and why does she continue to head the list of manufacturing States of our nation?
5. Name ten commercial cities, and tell how they became great centers of trade.

6. What do we mean by the physiography of a country?
7. How and in what way does it affect commerce?
8. What reasons can you assign for the present action in planting great manufacturing industries in the South, East and South-Central States, employing millions of dollars of capital, making this section a great manufacturing region to-day?
9. Name some of the locations of these manufacturing plants, and state the character of their manufactures.
10. Which is generally largest—an agricultural, commercial, or manufacturing city? Why?
11. Explain what is meant by balance of trade.
12. Only a few times within the last thirty years has the balance of trade been against our nation, yet what was the result in 1873 and 1893?
13. Can we say that this was wholly the result of the unfavorable trade balance?
14. What are the general indications of commercial prosperity?
15. Our commerce always consists of what two elements?
16. Which should be the greater to indicate a profitable trade balance to a nation?
17. Which should be the greater to indicate a losing trade?
18. When did our commerce reach the one-billion-dollar mark?
19. Can you account for the great difference between the commerce of 1860 and 1872?
20. How long after 1870 before our commerce was doubled? How may we account for this?
21. Where, in the world, has our commerce increased five hundred per cent.?
22. Does this indicate that our Pacific coast commerce is more vigorous than our Atlantic and Gulf commerce? *Ans.*, No; but that great development is being shown in this region, and that probably the great accessions to our commerce will come largely through the Pacific ocean commerce.
23. Which nation sells the most to the United States?
24. Which nation buys the most from the United States?
25. Then what per cent. of our trade goes to this country?
26. What nation in the world has the greatest commerce? Can you account for this?
27. How does the United States rank as a commercial nation?
28. What ocean is the greatest commercial ocean to-day? Reason for answer.
29. Name the seacoast cities of our nation through which the commercial nations of the world trade with the United States.

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