

# LETTERS

## Venice of Australia

**S**YDNEY'S traffic stranglehold could be solved by making this city the Venice of Australia.

A few connections between the waterways would form a net of canals which would relieve roads of the traffic of cars, buses and trucks.

There is no way cheaper for bulk delivery than by water.

Today, for example, it costs less to ship a quart of oil 1713 nautical miles from New Orleans to New York than to truck a quart of milk 28 miles from one end of New York to the other.

When New York Erie Canal opened for business in 1825, every city in America awoke overnight to the value of canals.

In a few years more than 4500 miles of canals were built in mid-west America in spite of the boom in railway systems.

The tows are colossal—during night and day they move along at a steady nine knots. A typical cargo is 900 automobiles in a bundle, a quantity that would take a 225-car train to deliver.

### No toll

The waterway charges no toll. The entire cost of its construction was minute compared with the great mills and plants it brought in its wake. All of them exploited valuable resources that had been there untapped.

Another example is the 1000-mile miracle inter-coastal waterway from North-west Florida, Caraballa, to Brownville, Texas, on the Mexican border, 12 feet deep and 125 feet wide.

France, with its widespread canal system, started by Napoleon Bonaparte, is today one of the most fertile agricultural countries in Europe.

France and the U.S. took the first steps to greatness along inland waterways. We can be seeing new prosperity and strength in this challenge for town planners and engineers!

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### Phone blues

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