

almost any other of national or international importance. But I think it has been more rapidly overcome and changed to positive friendship and active support than in any other instance. Sources:

First. Vague ideas as to what our association expected to accomplish;  
Second. Supposition that the project could not be completed within a lifetime, perhaps a century;

Third. Belief founded on inimical allegations that the cost would be enormous—almost beyond computation;

Fourth. Active or covert hostility of many powerful railway interests under the curious notion that developing the country meant destruction to railroad property;

Fifth. Sectional jealousy.

Sixth. Indefinable and yet discernible undercurrents of opposition in both countries to any friendly arrangement of a co-operative nature between Canada and the United States, no matter how beneficial might be the probable results.

Circulating about each of these main though by no means universal sources of opposition were satellites of lesser unfriendliness, the most serious of which was the primary attitude of the vessel interests. The situation in this respect at the beginning of the agitation was complicated as well as comical. Small and old craft looked with jealousy upon any improvement tending towards deeper draught and greater hulls. They felt that every enlargement of capacity relegated their lesser draughts further into inactivity and nearer to final disuse. The owner of sailing craft saw no reason for canals to the ocean, because he himself could not use them without resorting to towing, which is costly. The greater steamship man, without giving the matter full consideration, concluded he did not wish to reach the ocean because his vessels were not provided with surface condensers—which are necessities in making steam from salt water—and his crews would be seasick.

Sea-masters gravely asserted that an outlet from the lakes was absolutely useless because sea-craft would never care to enter those waters and the owners of shallow lake-craft declared that such an outlet was positively dangerous to the country because at the moment of its opening sea-going vessels would rush in and drive the lake carriers out of business and into bankruptcy.

But after the Cleveland convention vessel interests which had been hostile became tolerant and those which had been indifferent became friendly, having seen that the aims and plans of the I. D. W. A. were in the direction of promoting the general welfare.

Other unfriendly influences in the United States did not consider any item of freight except that destined to foreign ports as