

CONCLUSION.

The railroads have, from the beginning and everywhere, been the great creators and distributors of the nation's wealth. They are the potent agencies which have transformed worthless and uninhabitable places into empires of wealth and population. They have wrested an empire from the wilderness and supplanted the Indian's wigwam with the white man's home more effectually than could the pioneer's rifle or the national arms. With their facilities for transportation, they have made possible and profitable the settlement of all sections of the republic, which otherwise must have been confined to a limited area along the great waterways. Their operation has made us exceptionally rich in all that goes to make a nation great and prosperous, and they are in this respect greater conquerors than the sword. *They have become the arteries of our vast commercial system, and as such are entitled to worthy recognition.* They should not have to sue as suppliants for justice; but, their existence and encouragement ever going hand in hand with the nation's prosperity, they should be freely granted what measures of relief and protection Congress in its wisdom can yield. To the need of such measures I have aimed in this letter to call attention, so far as the limits of my subject allow.

I believe that this Government should not grant any concessions to foreign carriers that can be used to the prejudice of our domestic interests. Apropos of this point, my attention has just been called to an issue of the *Japan Daily Herald*, dated Yokohoma, 18th May, 1889, in which I find the following:

“The new Canadian Pacific line seems at last to be getting into practical shape. On the 17th April, Mr. Foster was to introduce into the Canadian House of Commons, at Ottawa, three resolutions. The first provided for a subsidy for a fortnightly line of steamers