

others, were doing so little to unite themselves adequately with the sources of the necessities of life and manufacture.

Having a sterile soil, no consumers to the eastward, little food or fuel for her homes and factories except from the west, the Atlantic seaboard can not escape a long and unequal struggle except through large reductions in transportation. Therefore the logic of business principles and the instincts of self-preservation should have driven its people years ago to break down the barrier between themselves and the great lakes in order to gain the easiest and cheapest access to the base of supplies, instead of being as we found them, sleeping and frequently hostile.

PITTSBURGH AND NEW YORK—Pittsburgh is in a partial sense in the same situation as the seaboard, but she is active and alert. She will save herself by water-routes of her own making to the great lakes, and in saving herself will strengthen neighbors and competitors. She will cheapen coke to the great lakes furnaces and of fuel to New York and the Atlantic coast.

For a generation the iron heart of the continent has been at Pittsburgh. None but giants could maintain its ponderous pulsations. They know that their mills were busiest and most profitable when the country at large was prospering. They can be relied upon, therefore, to grasp and promote any transportation project, no matter how great, at home or in the east, west or south, that will advance the general welfare.

Pittsburgh is planning to secure a water connection with the great lakes. Certain localities shortsightedly hope she will not succeed. Such a hope is not the foundation of success.

Destruction by overcharges for transport weakens the owner of the thing destroyed the same as destruction by fire, flood, tornado, drought or plague. The drought and grasshopper plague which laid waste Dakota and Nebraska in part did not enrich rival corn and wheat fields, but ruined railways, paralyzed wholesaling and pinched manufacturing in sections outside of the plague-stricken states and laid a burden of charity upon the remainder of the country.

New York, Detroit, Superior, Duluth, Cleveland, Chicago and other cities must have the splendid coke that Pittsburgh sends out, and therefore for their own benefit want that district to have the cheapest possible transportation. If that helps Pittsburgh, so much the better, for it enlarges the consuming power, strengthens the energy and so benefits the people of the whole country.

In his paper in this volume, John E. Shaw of Pittsburgh, forcibly illustrates the great benefits to the seaboard of deep waterways; Mr. Pattison, the Vermilion iron king, says they would divide the cost of Bessemer ores at tidewater; Mr. Hurd, the great flour manufacturer and exporter, says they would divide the cost of landing bread at New York; Mr. Dutton and Mr.

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