

combined; that she has had public waterways for 4,000 years, with whole districts in which there is not a wheel for transportation but canals instead reaching to every village, farm, and productive area, carrying freight for less than the cost of transferring in this country, used without tolls, as common as wagon-roads in New England, and cleanly, pleasant and cheap; that canals saved Russia from starvation; have been in use and perfection for centuries in France, and were the authors of the early marine prowess of the Netherlands; that in England, which has nearly 8,000 miles of canals—in proportion to area a greater mileage than any other country—artificial waterways were an inheritance from the Romans, and had been in uninterrupted use in some instances more than a thousand years; that they had been so successful that in 1840 the railways secured 3,000 miles of the system; that the railways in Pennsylvania acquired about 800 miles of canals, and that several powerful and prosperous railway corporations like the Great Northern, the Canadian Pacific, the Erie and the New York Central owned steamships and transferred their freight business to water whenever opportunity offered because of its cheapness.

We were compelled to demonstrate by the great number of insolvent and non-paying railways that on bulk products, destined for remote markets, no further relief was possible from all-rail transportation, and that for the present the development of railways, owing to the non-dividend paying character of their securities, had reached its limit.

All of these considerations the officers of our association presented in and out of season through newspapers, magazines, public lectures, arguments before legislatures, at political meetings, in college courses and elsewhere until the deep-water tune was familiar to all ears from Manitoba to Mexico, Quebec to Montana, and New York to Texas.

THE SLEEPING SEABOARD—During this campaign many peculiar facts and conditions were developed. It seemed remarkable that, instead of many of them offering opposition, all eastern manufacturing and commercial districts had not with irresistible force united, generations ago, to pierce the great west with an ample water route and thus secure cheaper access to the bread-basket of the continent for their own benefit regardless of any resulting advantage that might accrue to the bread-basket itself.

It seemed incomprehensible, while searchers for wealth had penetrated the interior of the dark continent for diamonds; waded the Yukon snows and Alaska ice-fields for gold; endured mountain hardships and dangers for silver, and risked their lives in poisonous jungles for precious woods, that the seaboard traders, scrimping along on hardpan that in places comes up to the third rail on the fence, idle unless they can handle the goods and products of