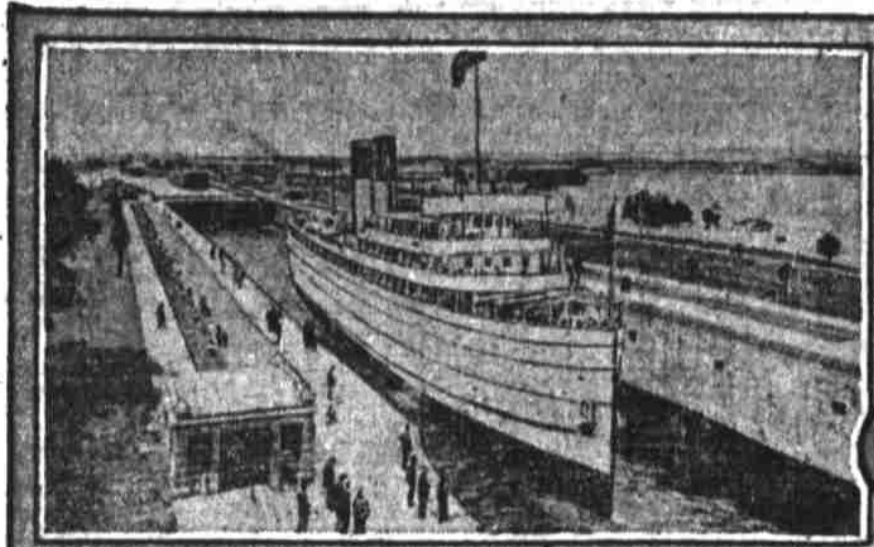
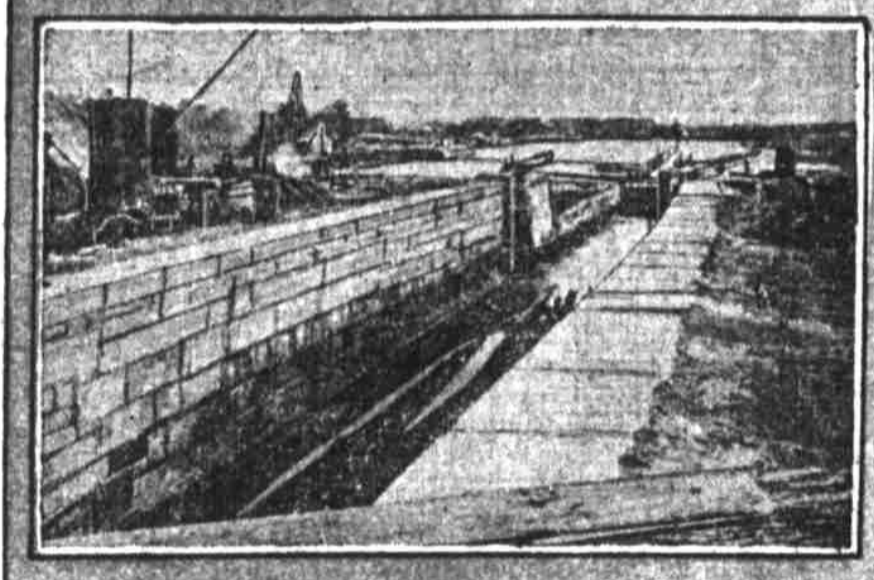


PORTLAND, OREGON, SUNDAY MORNING, FEBRUARY 2, 1908



East St. Lawrence Canal, Showing Possibilities of Inland Waterways



Type of Lock on an Old Canal

18,000 MILES OF OPPORTUNITY



Gifford Pinchot



Herbert Knox Smith



Dr. W. J. McGee

Connection of a Hundred Rivers Greatest Waterway Project of the Age

EIGHTEEN thousand miles of opportunity! Half a billion dollars the price of grasping it!

Congress, at its present session, is face to face with the greatest scheme for the aggrandizement of the commerce of the nation that was ever presented. No more wonderful engineering feat could be conceived than the plan to establish, for all time, a waterway route extending along the Atlantic and Gulf coasts, coupling up rivers with 18,000 or more miles of opportunity for commerce and the extension of the commercial wealth of the nation.

With the intercoastal canal lines paralleling the shores of the Atlantic and the Gulf, the swelling tides of commerce will flow north, south, east and west in ever growing volume. Without it, there can be only bleak stagnation, chafing impotence, probably disaster.

There is danger, grave danger. Yet the daring courage which was equal to the impossibilities of Panama bids fair to suffice for the herculean toil of the intercoastal canal. And the prize, once won, is of a richness exceeding computation.

CONGRESS has now before it the bill of Senator Newlands, of Nevada, creating a first fund of \$50,000,000 for the inland waterway, and contemplating the expenditure of \$500,000,000 within the next ten years.

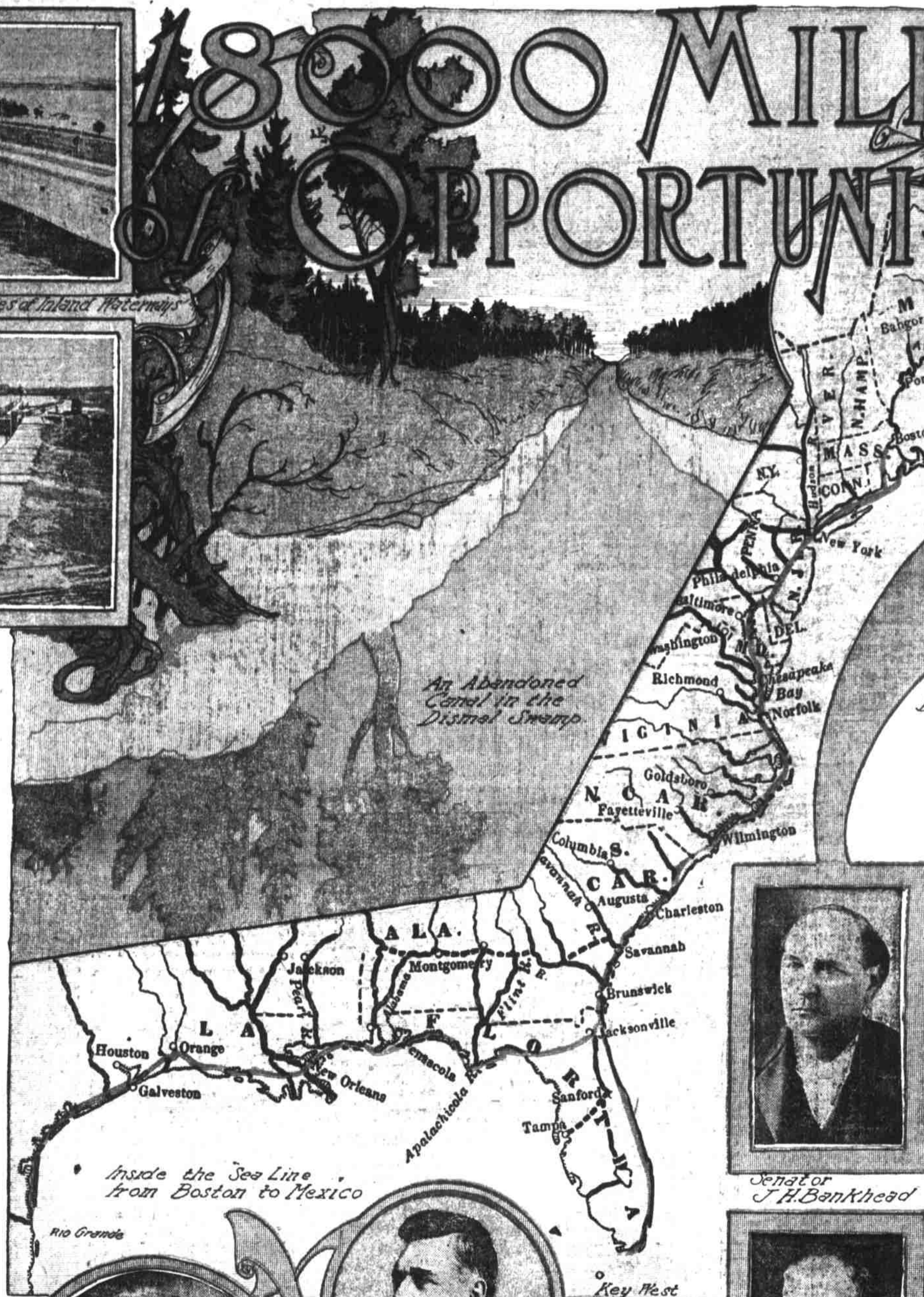
It may not pass at this session. But that it must pass, or that some measure of commensurate magnitude must speedily be adopted, every man in American public life, from minor politician to far-seeing statesman, has already conceded.

There is no choice, no alternative, unless it be the choice of purblind folly.

The man who introduced the bill, far from being the dreamer, the visionary held up to the gaze of shortsighted economy by the hugeness of the sums he demands, is one of the experts selected by the President as specially qualified for membership in the inland waterways commission—the Nevada authority whose broad knowledge of the subject ranks him with Frederick H. Newell, the director of the reclamation service; Dr. W. J. McGee, the distinguished expert of the Geological Bureau; Gifford Pinchot, the government forester; Senator Warner, of Missouri, who has been one of the most thoroughly versed students of the plan, and Representative Burton, long acknowledged as the congressman qualified to speak the last word of wisdom upon the needs of the country's rivers and harbors.

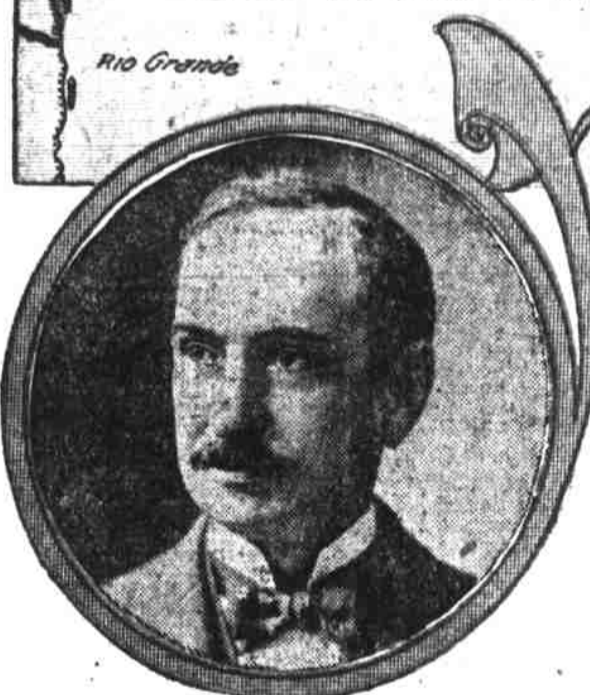
"In the next ten years," declare Senator Newlands, "the United States should spend at least \$500,000,000 in the improvement of inland waters. The government should enter into this work in every section of the country, on the Pacific coast, the Atlantic coast, the Gulf coast, and along the Mississippi river and its tributaries."

It was Senator Newlands who announced that the expediency of the huge expenditure



An Abandoned Canal in the Dismal Swamp

Inside the Sea Line from Boston to Mexico



Congressman Theodore E. Burton



Senator William Warner



Senator J. H. Bankhead



Senator F. G. Newlands



Gen. Alexander McKenzie

was not merely indorsed by some scattered individual opinions, held by men convinced through their study of the subject; it was the settled sentiment of the people of the United States.

What he said was true; yet the popular sentiment, existent and pronounced as it is, still has for its foundation rather an acquiescence in the general principles of enterprise, and an indorsement of the opinion of its chosen leaders, than a thorough comprehension of the vastness of the project and the immense scope of its results.

The proposal is to cut a channel at the northern end of the intercoastal canal, from Barnstable bay, north of Cape Cod, to Buzzard's bay, giving access to the comparatively smooth waters of Buzzard's bay and an inner passage down Long Island sound to the Delaware and Raritan Canal, at Perth Amboy.

The Delaware and Raritan, deepened, is to give access to the Delaware river at Trenton, New Jersey, whence there will be the route of natural water courses to the Chesapeake and Delaware Canal, which extends across the narrow neck of Delaware and the Eastern Shore of Maryland. This will provide a ship route from the Delaware river to the Chesapeake bay.

Down the Chesapeake bay the route proceeds to Norfolk and down the south branch of the Elizabeth river. It is likely to cut across Currituck sound, through Coanock bay, across North Carolina, into Albemarle sound and on through Croatan sound into Pamlico sound.

Cutting through to Beaufort, it has access, by means of various cuttings, to an inland route paralleling the whole southern Atlantic coast line down to Florida, and then on, skirting the gulf of Mexico and admitting the enormous traffic of the Mississippi, to Texas and the mouth of the Rio Grande.

It is like some necromancer's dream in its immensity—like some necromancer's dream in its seeming intangibility. But the marvel of it is that, the more the entire project is analyzed, the more its feasibility

becomes apparent.

Dredgings that seemed madness to contemplate prove trivial to modern mechanical appliances.

The most conspicuous example among all the subsidiary canal work that would be called for is that of the Gulf coast construction. The Texas coast, peculiar in its formation, is bounded by numerous long, narrow islands, while a chain of navigable bayous is available in Louisiana. It has been estimated that the almost ludicrous sum of \$4,000,000 would be enough to furnish here a channel sixty feet wide and nine feet in depth.

The contention, however, will not be for any such slight depth throughout the canal. A minimum of twelve feet was urged by all engineers upon the last Congress, when it recognized the North Carolina-Virginia inland waterway, which circumvents the historic dangers of the "Deadly Diamond" Shoal and the terrible "Saw Teeth" of Cape Hatteras—the notorious "graveyard of the Atlantic."

Appropriations which were then made provided for only a ten-foot waterway. But, in spite of the fact that the advocates of the canal route were seriously chagrined at the shallowness of the channel, the project has been advanced to the completion of all surveys and to the granting of a congressional appropriation of \$550,000 for the work requisite on the third division, which opens Pamlico sound to the ocean.

Here alone the trifling appropriation of half a million dollars suffices

for the purchase of right of way over 600 acres of ground necessary for the work, for cuts amounting to fourteen miles in length and 4,120,000 cubic yards in content, and for affording a total length of route of fifty miles.

It is a fair instance of the remarkable ease with which many obstacles, formerly deemed insurmountable, prove chimeras when approached with the practical eye of modern science.

Another difficulty, far more serious than the physical ones that loomed so long in the imagination of the country's legislators, was the danger of the clash of sectional interests. The history of the country, and especially those portions of its conquests over Nature which have found their record in the appropriations for rivers and harbors during recent decades, is filled with memoranda of enterprises which were of the utmost national importance, yet were rendered abortive by claims of rival projects wielding a more insistent political power.

But the adoption of the motto, "a policy, not a project," proved from the beginning a sufficient safeguard to all the diverse and intensely jealous interests that were concerned. The indisputable necessities of the West, with the undoubted advantages of the mighty Mississippi, found their place beside the great vested interests of the East, with their millions of trade directly with Europe.

The claims of the incessantly active North were prevented from outweighing the urgent necessities of the eagerly recrudescing South. As in the case of the North Carolina-Virginia inland waterway, all interests concerned realized the necessity of sinking individual rivalries in the endeavor to secure a practical recognition of the enterprise as a whole.

A NATIONAL POLICY

Its magnitude and the length of time which must be required to carry it to completion, together with the unending labor and expense of maintenance, improvement and extension which must be the logical consequences, all combined to elevate the plan to the importance of a national policy, a policy which, once inaugurated, must of its own momentum compel unflinching pursuit.

The intercoastal canal is as direct a corollary of the Panama Canal as is the compulsion of safeguards by the possession of wealth. The world waited doubtfully while the United States was assuring itself of the possession of Panama, and let loose its chorus of congratulations only when it had the American assurance that the Panama route would be the absolutely fair and American "open door."

Then Europe and Asia were pleased, for Europe and Asia, with merchant marines in existence and in prospect that left the United States high and dry between the Rockies and the Alleghenies, could make all preparations for the fierce competition which must infallibly be inaugurated on the instant when the waters of the two world oceans should meet.

Even today the majority of Americans have not the least inkling of the giant struggle for trade that awaits the opening of the Panama Canal—that cyclopean labor on which they are pouring forth their lavish wealth, that prize of commerce which, already theirs, will tax their utmost resources in the endeavor to retain it.

Germany and England, entrenched in South America, are already so fortified in their positions by efficient merchant marines, banking systems and perfected selling organizations that the allied commerce and manufactures of the United States must exert their utmost powers if they are to dislodge them.

Japan is establishing a steamship line from Yokohama to Venezuela and Argentina, which shall use the Panama Canal the minute it is opened to traffic. The whole East of this country, depending on Panama for its avenue to the

(CONTINUED ON INSIDE PAGE.)