

**SAYS CANAL IS CLASS PROJECT.**

Paul Morton, Second Vice President of the Atchison, Topeka and Santa Fe railway, issued a statement yesterday in which he holds that while the construction of the proposed Nicaraguan canal would prove of great benefit to the Atlantic coast cities, it would be at the expense of the cities of the interior.

"The Nicaraguan canal will undoubtedly be built," says Mr. Morton, "and it will probably cost upwards of \$300,000,000. This will be \$4 per capita for every man, woman and child in the United States. It will likely take ten years to construct, and may in time prove to be of great benefit to the people living along the Atlantic and Pacific coasts. As surely as it helps the cities along the seacoast, just so surely will it damage cities in the interior of the country."

A large share of the business now done by Chicago, St. Louis, and other important inland cities with the Pacific coast will be transferred to the merchants and manufacturers located on the Atlantic coast. They will secure low rates via an all-water route, owing to the canal, which will be built by taxing the entire people of the country. All will pay the taxes; a few will get the benefits, and many jobbers and manufacturers and other citizens of the interior will be damaged.

"There is no doubt that New Orleans and other gulf cities will grow on account of the canal, but it will be at the expense of Chicago, St. Louis, Kansas City, and other similar markets.

"The people of the Pacific coast think they are going to be benefited by the construction of the canal. There is little doubt about this, although the merchants and manufacturers at San Francisco and Puget Sound points must not forget that it will be just as far from the Pacific coast to Yokohama and Hongkong after the canal is finished as it is now, and much less distance from New York. The moment the canal is open and ready for business rates from the Atlantic seaboard to points in the Orient will be greatly reduced, and at times will be as low from New York as they will be from San Francisco. This will prevent the Pacific coast from doing the business in the Orient that it aspires to do.

"It seems to me that the Nicaraguan canal bill should be entitled 'An act to build up and foster the commerce of the cities along the Atlantic seacoast and the Gulf of Mexico.' "

**WILL PROVE A BENEFIT.**

The establishment of such journals as Bryan's "The Commoner," J. Sterling Morton's "THE CONSERVATIVE" and others, will have the tendency to supplant the general newspaper as a party organ and in that respect they will prove a benefit.—Grand Island Independent.

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