CHEAP TRANSPORTATION.

CLOSING TRANSACTIONS OF THE CONVENTION.

THE WORKINGMEN FAVOR BOTH RAIL AND WATER ROUTES—THE MAJORITY NARROW-GAUGE REPORT ADOPTED—ADDRESS OF SENATOR WINDOM—ELECTION OF OFFICERS—CHESAPEAKE AND OHIO CANAL INDORSED—COMMITTEES.

The National Cheap Transportation Association held its closing session on Saturday; Hon. Josiah Quincy in the chair. By previous arrangement the floor was given to Judge Lochrane, of Georgia, who addressed the convention at length upon the subject of transportation as needed by the South. In beginning he argued that the convention had no right to ask Congress to build or regulate roads, as it was clearly unconstitutional. He deprecated the general outlaughit which had been made upon the 71,000 miles of road crossing and recrossing this vast continent, with locomotives panting for breath as they draw billions of produce to every section and State.

He could not, if he would, shut his eyes to the fact that our present prosperity has been the result of these transcontinental highways. New York had been nursed, nurtured, fostered and led into her wilderness of wealth by railroads. The West had been filled with fatness and overflowed with commerce by railroads. The earth had been thoroughly bowed down with golden fruit, plucked from the branches of the great trunk policy of railroads, and yet from Boston to Dubuque they unite in a jeremiad and jail in Virginia and Texas, which had been vividly painted in words and water-colors by the gentlemen of the convention representing those sections.

He argued that a road built by the Government could not be managed cheaper than those run by individuals, and said that in Belgium, Germany, and England, Government roads to-day charged higher freight than American roads. After speaking further of the right of the Government to build roads, he said his conclusion was that while he would rejoice to see the East and West as a still stronger union by the bonds of cheap transportation, and whilst he would rejoice to see jet sleep riveted with railroad spikes, he could not, in humble influence ask the Government to place the enterprises of commerce and build the road contemplated by the majority report. He referred to the present impoverished condition of the South.

COTTON WILL NOT GROW

without labor. Labor cannot exist without bread. He pleaded with them to-day in behalf of other products. Labor and present prices and no third time cannot be paid to raise corn and oats, wheat, rye, hay or rice on Southern fields. These cotton should be the staple of production but labor would go West, where for two years the land been tilling, and gentlemen of the West would not find a solution for the present necessity by building in their purlieus of over one hundred million bushels of corn one hundred and twenty million bushels of wheat less than their own consumption. The cure is not in increasing the surplus, it is not in the chance of change as to lower freights. Railroads now don't pay interest on the cost of construction except in the fewest instances.

He saw but one solution for the present, the future may develop more. That was in opening the water routes to the South seas to bid fast the production of cotton. Strike out the cotton crop of the South; let her throw out four million bales of bundle to two, and England would soon have machinery adapted to her coarse staples, and thereby stimulate its production.

Instead of calculations on transportation they of the South were present with the serious consideration of the question whether it not best to let cotton go, and already the watershed was one-third corn, one-third grain, and one-third cotton. In concluding, he urged the gentlemen of the convention to be generous and unit in asking Congress to aid the South by opening its water routes.

Addresses in favor of railroad were then made by Messrs. Flagg, of Illinois; Ferguson, of New York; Baker, of New York; Gilbert, of Illinois, and Crew, of Dakota.

HOW IT CAN BE DONE.

The chairman of the committee on railway transportation then read a paper showing the plan of organization of the People' Freight Railway Company, the principal features of which are, that it avoids the objection made by some persons that the national Government cannot constitutionally construct railways. It asks no pecuniary aid from the Government. It secures the public against combination and monopoly. It reaches these desirable objects by organizing under charters already obtained in the State of Pennsylvania, and as it is built to the line of other States new companies are formed which are consolidated into the parent company, thus making one corporation, which Congress can, if thought desirable, recognize as a national highway. It is proposed to have an inferior road, exclusively for freight free to all persons' cars, the company owning cars, and confining themselves strictly to furnishing the road-bed, and the locomotives if necessary. It is to issue no bonds, the stock to be sold for cash only, and at par, the money to be paid in the United States Treasury until fifteen million are obtained, when the first section is to be paid out to contractors. Should it not prove practically to raise this money all sums paid is to be returned to subscribers with five per cent. interest, the payment of which it is proposed to ask Congress to authorize. The cost of a double track single gauge road, built for cash in this manner, is estimated not to exceed $40,000 per mile, and it is objected that the friends of cheap transportation fill further be asked to aid by Congress to guarantee against combination with or the control of this road by other lines, it is proposed to convey 51 per cent. of the stock to a trustee for 999 years, and that the voting power of this majority of stock shall be vested in a board consisting of the President of the United States, the lards of trade of Chicago and St. Louis, the master of the National Grange, and the president of the Union Cheap Transportation Association, whose interests being always for cheap transportation, would insure a proper management. The three-feet gauge is a feature of this project. It is claimed that it costs but little more than half as much to construct as the usual gauge does carries eight-tenths as much freight, that the operating expenses are but 50 per cent. as against 65 in the usual system, and last, but not least, he dead weight in rolling stock carried is but one-ton to two of paying freight as against 1½ tons of dead weight to one ton of paying freight in the present system.

WORKINGMEN'S VIEWS.

The secretary then presented the following; which was filed:

WORKINGMEN'S CENTRAL COMMITTEE, } NEW YORK, January 1, 1874. }

R. H. Bruneon, Secretary, &c.:

DEAR SIR: Your circular inviting the co-operation of the Workingmen's Association in your convention to be held January 14 was read at the last regular meeting of the above council, and I have been instructed to reply, as Secretary, that the above council is heartily in sympathy with your movement—that of cheap transportation—and recommends for the consideration of your convention that you solicit the immediate construction of a freight railroad, to be owned and operated by the people under the supervision of a board of practical railroad men and mechanics, who shall be appointed under an impartial civil service law that only recognizes fitness and capacity, and not services rendered to some political organization; the same rule to apply to employees. Second. The opening up of all water communications that may be deemed wise and beneficial to the people in the interest of cheap transit.

Yours, GEORGE BLAIN, Secretary.

An address was then made on the subject by Mr. Meem, of New York, the vote taken, and the report of the majority favoring a narrow-gauge road was adopted.

PERMANENT OFFICERS.

The committee on permanent officers then submitted the following report, which was unanimously adopted: President, Hon. Josiah Quincy. Vice-presidents, Alabama, Hon. Chas. Bellinn; Arkansas, Hon. John T. Jones; California, Gov. Booth; Colorado, Colonel W. H. Greenwood; District of Columbia, J. G. Berret; Florida, R. L. Wilbank; Georgia, General J. M. Smith; Indiana, F. C. Johnson; Illinois, H. Whittemore; Iowa, Colonel A. B. Smedley; Kentucky, Dr. G. S. Kiles; Louisiana, W. D. Burnell; Maryland, Stephenson Archer; Massachusetts, Colonel Francis Adams; Minnesota, Hon. Wm. Windom; Mississippi, General A. J. Vaughn; Missouri, Hon. R. Walls; New Hampshire, Dudley T. Chase; New Jersey, John Lawrence; New York, E. F. Henry; Nebraska, George H. Porter; North Carolina, Z. Vance; South Carolina, Winton Lawton; Tennessee, Wm. Maxwell; Vermont, Hon. L. P. Poland; Virginia, Gen. Chas. Carrington; West Virginia, H. M. Kitchen; Wisconsin, Hon. Matt. Carpenter; Oregon, Daniel Clark; Pennsylvania, Hon. Jos. Bailey; Kansas, John Dunlap; Ohio, Governor Noyes; Washington Ter., Colonel R. Milroy; Texas, J. R. Johnson; Dakota, E. S. Lewis; Illinois, Hon. Y. U. Caprell, Hon. John Rose, Hon. Walter Shandley. Secretary, R. H. Ferguson; Treasurer, F. E. Thurber.

On taking the chair, Mr. Quincy addressed the convention as follows:

ADDRESS OF MR. QUINCY.

GENTLEMEN: I feel highly honored in being again placed at the head of this great national association. It proclaims nothing more than the assembling together for a common object men from all parts of the Union, its effect cannot but be beneficial. The want of a knowledge of the necessities and feelings of other sections generate prejudices which a better acquaintance would dispel. Did we know one another more we should love one another better. As an illustration: In the early part of this century, my father, who was a member of Congress, asked a gentleman from the South, who was speaking contemptuously of Northern merchants, whether he had ever visited New York or Boston. He replied, "Oh, I never went north of Washington; but I see hundreds of your merchants every winter, when they come through Alabama to peddle tin." Now the mild men of New York of Boston would hardly be willing to have either their moral or pecuniary views represented by tin peddlers, or even, if what is said of them is true, by the carpet-baggers of the present day.

In reopening the problem as well as the measures of the country, your influence may be beneficial in guiding the action of others. It was my great privilege early in life to live in the same neighborhood with the father of John Adams, the second President of the United States, his estate joining that of my father's in Quincy. I once asked him, when he came to the conclusion that we should throw off the authority of Great Britain, was it when the tea was thrown overboard, or when you met delegations at Philadelphia? "Oh, no," was his reply; "it was long before that. It was when I kept school in Worcester and heard the farmers talk. I knew there was a ground swell rising that would have topple King George from his throne. 'I am tired,' he added, 'of hearing the revolution attributed to Washington or Franklin or any of us. We were like the glittering edge of the battle-axe that derived its whole power from the momentum of the mass behind."

Such, gentlemen, you are in your several States; if you can do anything it is as representative men of the mass behind. Our great wish must be to have the mass and power behind us, in your deliberation respecting the rights of others while firmly maintaining their own.

Messrs. James Baker and B. H. Bonner, of St. Louis, and F. C. Capreol and M. Kerstenan, of Canada, were admitted as delegates.

After some discussion it was decided that the next session of the convention should be held in Richmond, Va.

SENATOR WINDOM,

chairman of the Senate Cheap Transportation Committee, was introduced, and said he was very sorry he knew so little of the great subject they had assembled to discuss. He had been all the summer trying to solve the problem and knew less about it than when he started. He had been a beginner. He still insisted that the committee would soon report a satisfactory conclusion and the report would be ready to be given out before Washington's birthday, and he hoped they should be severally devoted to the work. The question of the West joined to this convention was a Congress for public good in all cases, the power not do to expect from Congress, and yet there are things to be accomplished. All power can do is make a sweeping change. The interests of the stockholders must not be injured, but the people must be protected, and to that end he and the committee were working.

Mr. Capreol, of Canada, addressed the convention on the importance of building the Georgian Bay canal from Lake Huron to Lake Ontario, a distance of sixty-five miles, and exhibited the drawings and charts of the survey.

CANAL ROUTES.

Mr. Thomas, of Iowa, then presented the report of the water route committee.

Resolved, That some system of inland transportation cheaper than that which we now possess is the great need of the country.

That water is one of the best and cheapest means for moving the heavy products of the field, forest and mine, and that some system of internal transportation which shall bind into freer intercourse the different sections of the country is imperatively demanded if we would revive our foreign commerce and increase and develop our domestic trade.

That the interposition of Congress, as a means of affording relief to the country, the enlargement of the Erie canal and lake routes, the enlargement and extension of the Illinois and Michigan canal and the Mississippi river at Rock Island, together with the commencement of the work on the Illinois river; the improvement of the Mississippi river; the Tennessee river, Cumberland river, and the central water line through Virginia.

That a committee be appointed to present these resolutions to the Congress of the United States, and ask the favorable action thereon.

Col. James G. Berret moved to insert the following amendment, which was adopted:

"And that the improvement of the Chesapeake and Ohio canal from Cumberland, Maryland, to some point on the Ohio river."

Colonel Berret, in support of his amendment, said that without the Chesapeake and Ohio canal, the opportunity pass of benefiting, if possible, that great water route, the Chesapeake and Ohio canal, which not only the District of Columbia, but the cities of Georgetown and Alexandria, Virginia and Fredericksburg, Virginia, are directly interested. He mentioned Maryland first because it was his native State, upon, however, the best disposition of the canal depends. It was a winter route of great importance to the General Government and taken out of the hands of its voice and had now a corps of engineers surveying a route for its extension from Cumberland to an available point on the Ohio river. The distance was but little over one hundred miles, and the great facilities afforded for the cheap transportation of the products of the Ohio valley, the richest portion of the world