do justice to our cities? Could I, by painting, beautify the rose? "Behold them, and judge for yourselves." There are Atchison, and Leavenworth, and Wyandotte, and Lawrence, and Fort Scott, and Ottawa, and Topeka, and Emporia, and Wichita, Winfield, Wellington, and Newton, and Manhattan, and Junction, and Salina, and Great Bend, and Hutchinson, and Dodge, and Garden City, and a hundred others which would exhaust both the poet and the painter, as well as the historian, to portray them in all their effulgent glories. What the jewels are to the crown, what the stars are to the firmament, so are our cities to the broad and splendid domain of our commonwealth. And as the stars give life and light, and beauty, and glory and effulgence to the sky above, so do our cities give life and light, and beauty, and glory and effulgence to the earth beneath.

ADDRESS OF HON. JAMES HUMPHREY.

Hon. James Humphrey, member of the State Board of Railroad Commissioners, was then introduced, and delivered the following address:

THE RAILROADS OF KANSAS.

If, at the date of the admission of Kansas into the Union as a State, the whole population then existing upon her soil had been so grouped as that all her traffic or commerce could have been carried over railroads, four hundred miles of road would have been the utmost which that traffic would have supported. At that time, for several reasons, Kansas did not present the most promising field for the display of railroad enterprise. It was remote from the far East, the most populous regions of the country, whence the chief stream of immigration was expected to flow to people the West. The great controversy which had lent stimulus to the tide of immigration hither in the Territorial days had been settled, and this inducement had ceased to operate. Besides, while insufficient was known to afford reasonable assurance that the eastern half of the State would sustain an agricultural population, the western half was universally believed to be subject to climatic conditions that rendered it insusceptible to cultivation. Yet, in that early stage of the State's career, and amidst unpromising surroundings, there were men in Kansas who possessed a faith as to her future that was prophetic, and a courage that seemed the inspiration of the wildest hopes. There were companies already incorporated whose projects involved the building of 1,320 miles of railroads within the State, every mile of which, and 486 miles in addition, were built within twelve years from the date of the act of admission. Two of the lines thus projected had penetrated the savage wilds of the far-western border, disputing the hitherto undisturbed possession of the red man of that comparatively unknown country. These last embraced an ambition that could not be circumscribed by State lines. They were enterprises founded upon bold and far-reaching ideas, which sought to bind together the material interests of this State to those of the vast Territories beyond, reaching out with hands of steel to gather the swelling traffic of mountain and plain, and pour over the highways of this central State the commerce of half a continent. These conceptions have reached a practical realization, and railroad projects conceived, commenced and matured in Kansas, have spread their arms over intervening States and Territories to the Mexican line and the Pacific main, and are numbered among the gigantic achievements of the present age.

The growth of that part of the country west of the Missouri river the past quarter of a century in population, business and wealth is fairly represented by the development of its railroads. In all the vast country now traversed by the Pacific Railroad systems there was at the date of admission of Kansas into the Union but about twenty miles of railroads. At the present time the railroad mileage in that
territory exceeds that of Great Britain and Ireland by 4,000 miles, that of France by 3,000 miles, and is equal to the constructed railroads of the German Empire, being in round numbers 23,000 miles.

It is estimated that the total railroad mileage of the world at the present time is near 300,000 miles. Of this total, 128,492 miles are within the limits of the United States — only 21,508 miles less than one-half of all the railroads on the face of the globe.

The railroads operated in this State, including those portions of the Kansas system operated beyond its boundaries in adjoining States and Territories, embrace a mileage of 9,417 miles. These employ an army of workmen, exclusive of the general officers and their immediate assistants, of 33,488 men, or nearly one-third as many as the whole population of Kansas at the date of its admission. At that time, in all the region served by these roads, there was but little internal traffic; that which existed was conducted by means of river and teams. For the year ending June 30, 1888, the roads named carried over their lines 15,555,395 tons of freights, consisting of grain and other agricultural products, flour, provisions, manufactures, animals, lumber, coal, mineral products, merchandise, etc. This enormous mass of freight was hauled great distances; and when reduced to the one-mile unit it represents 2,811,141.671 tons hauled one mile. If this volume of freight had to be moved by the primitive means of transportation existing prior to the advent of railroads over the same distance, it would require the services of 234,388 men, and would cost $210,755.126. The cost of moving it over railroads was $42,537,943.22.

The multiplication of railroads over the earth's surface, which has proceeded at a rapid rate the past few years, and which is still going on in every quarter of the globe, economizing and cheapening the methods of distribution of the products of land and labor from place to place, withdrawing from unproductive utilities an increasing proportion of the labor formerly absorbed by this species of service, is now being profoundly felt in every department of productive industry, not only in this country, but all over the civilized world. The cheapening of the process of transportation reduces the prices of commodities and secures their more equal distribution, and this is an unmixed blessing. The turning of an immense increment of labor from the business of transportation to the work of direct production, or the increase of material objects, involves the reduction of wages and profits, and this result is justly contemplated with alarm. The process of eliminating labor by machinery will go on increasingly with its concomitant results of lowering prices, wages and profits. The great problem in political economy is to maintain a just relative equality in these three elements.

At the present time there are 5,000 miles of railroads in Kansas, inclusive of sidetracks. In the eastern half of the State for two hundred miles west of the east line, there is not a farm more distant than twenty miles from a railroad, and not many that far distant. Nearly every road that has been projected and built in the State has been pushed along faster than the increase of population and business seemed to warrant, yet ultimately the State caught up and business came to the support of the road. But this constant pushing out of railroad construction upon the verge of the frontier settlements has had the effect of rendering the lands accessible and attractive to the immigrant, and has crowded the frontier with unexampled rapidity to the Colorado border.

There is no State better equipped with railroads than Kansas is to-day. Measured by her population, she has a greater relative mileage than either of the New England or the Middle States; than either of the great States of the West except Iowa and Minnesota, and her railroad facilities are equal to those existing in the last-named States.
It is quite impossible to estimate the value to the people of the State of these agencies. We who pioneered in Kansas before the advent of the railroad, have a lively recollection of being jolted along over rough roads five miles an hour at the rate of twelve cents per mile, and with what longing we looked for the arrival of the mail, carried in the boot of the coach. Unless the distance was too great, we preferred to walk in those days.

During the last year the railroads of Kansas carried over their lines 4,182,810 passengers, and transported them an aggregate distance of 161,066,607 miles, at three cents per mile, and at an average speed of twenty-five miles an hour. This, too, without an accident resulting in the death of a passenger. Two only were killed, and these not through train accidents, but by their own carelessness.

There are no figures from which precise deductions can be made as to the amount of business and traffic carried on in the State at the time of its admission into the Union, but a pretty close approximate estimate may be made based on analogies, and such an estimate would be represented by 630,000 tons of freight moved, including surplus productions carried out and supplies brought in. I estimate from reliable data that for the year ending last June, the movement of freight in Kansas amounted to 6,744,000 tons, representing an increase of production, business and traffic, of nearly eleven-fold in twenty-five years. The actual increase in population has been in very nearly the same ratio, and assuming that 400 miles of railroads would have been a proper proportion to the population and business of the State twenty-five years ago, it will be seen that the present mileage shows an increase but slightly in advance of the ratio of increase of traffic and population. If the same ratio of increase and growth were to continue, Kansas would double her present population and productive capacity within another decade. He would be a very sanguine man who should expect such a result. As the settlements recede from the eastern border, it is to be expected that development will be slower, and be attended with greater difficulty. It is, however, certain that the eagerness with which cheap lands are being sought for, and the great tide of emigration that is bearing itself westward, will rapidly fill up the remaining unsettled portion of the State with an industrious and enterprising population. There will be room and business for considerable more railroad mileage in the near future, not, however, for all the chartered projects which exist on paper, for it is to be presumed that a portion of the State will be needed for other purposes besides ground upon which to plant railroads.

Heretofore there has been, in their material aspects, a harmonious development of the railroads of the State, and the interests upon which they must depend for support; the building of these works has kept pace with the increase of population and the growth of business. It will be well for the State if these conditions shall be maintained in the future. Although railroads are a good thing, and necessary, it is possible to have too many of them. It is not wise to invest in the business of transportation or other unproductive utilities a larger capital than can be reasonably supported, since these agencies must be maintained by those industries that are directly concerned with production. The undue multiplication of railroads, instead of having the effect of creating competition and reduction of rates of charges, as is popularly supposed, has the contrary effect of forcing combinations and the maintenance of rates. An examination of railroad statistics shows that the rate of charge made for moving a ton of freight in different parts of the country bears a pretty even ratio to the volume of business done over railroads. It is the lowest where the volume of traffic is the heaviest in proportion to the number of miles operated. In the great Middle States the rates are lowest and the traffic the greatest, both in freight and passengers; the rate of population to each mile of railroad in those States being 700, in Kansas 290. This point can be better illustrated by a compari-
son of the railroad systems of Ohio and Kansas. The railroad system of Ohio, including the mileage within the State, and that which, though extending into adjoining States, is operated in connection with and forms a part of the system of the State, embraces 9,305 miles. The number of miles of railroad in the Kansas system, i.e., the mileage in the State and that connected with it, though extending beyond its boundaries, is 202 miles in excess of the mileage of the Ohio system. The tonnage carried over the two systems, respectively, is represented as follows: Over the Ohio system, 6,373,993,214 tons hauled one mile; over the Kansas system, 2,611,141,661 tons hauled one mile. The relative population to mileage in Ohio is 450 to each mile, 190 per mile in excess of that which obtains in Kansas.

The rule that the rate of charge upon railroad freights is very largely determined by the volume of traffic relatively to the number of miles of road to be operated, holds true everywhere. For example, the volume of business done over the English railways is greater than that carried over the railways of Germany, and the rate is correspondingly lower in England, notwithstanding the English railways are capitalized for $294,000 per mile, and the German for one-half that sum, and notwithstanding the former are owned and operated by private companies, and the latter by a paternal government.

The unnecessary multiplication of agencies in the work of transportation involves increased expenses to be borne and capital to be supported, and this can only be done by maintaining the transportation tax at a higher rate than would otherwise be necessary. The supposition that by this means competition is stimulated, is delusive, and is based upon the notion that it is the interest of railroads when built to engage in the work of mutual destruction. There is no more philanthropy in the motive that underlies the railroad than in that which moves to the building of workshops and the establishment of the various industries, avocations and professions. Each supports his own because it supports him. When it is profitable to compete, there will be competition, and when it is not, combination will rule; and as a rule it is more profitable to combine than to compete when the agencies employed in any particular line are more numerous than the business to be done requires.

The rapid growth and development of Kansas—a growth that is marvelous even among American States—has furnished, and still offers an inviting field for railroad enterprise. That railroad expansion will keep fully abreast with the advancement of the State, we may rest assured; that the railroads and the public may cooperate harmoniously to secure the highest attainable degree of local prosperity, is a consummation devoutly to be wished.

ADDRESS OF GEN. D. W. WILDER.

Governor Robinson then introduced D. Webster Wilder, the veteran editor and eminent historical writer, who delivered the following address:

THE NEWSPAPERS OF KANSAS.

That saying of Governor Berkeley has been worn threadbare by quotation, because it shows the spirit of a people. In 1671, long after books had been printed in Catholic Mexico and Protestant New England, the Governor of Virginia said: "I thank God we have not free schools nor printing, and I hope we shall not have these hundred years." Virginia has 255 newspapers now, and Kansas 617. Her sons brought revolvers to Kansas; the revolving cylinders brought here by Yankees carried the lead on the outside, in an impressive way, and were long-distance, paper-wad shooters—1,000 an hour at the slowest. We made the other kind, too, and Galling himself matured his invention in Doniphan county, Kansas.

In 1775, the thirteen American Colonies had thirty-seven newspapers. Imperial