The rail was shut up less of the time. Those familiar with what happens on the Mississippi river at times and Ohio river part ocularly - understand this. (p.216 1 p.)

Rails made better time.

An important cause for the decline of water transportation was the entry of the railway. They fought them bitterly. (L.216 last par.) acquired them freuqnently and put them out of business, refused to take freight from them. Vanderbilt was particularly bitter against the Erie Canal. The canals and rivers found themselves isolated. The shifting of wheat and corn production was rapidly West, far out of reach of any form of water transportation, played its part. (See summary, L. p.218, et seq.)

By 1880 the comparative tonnage of railroads and canals showed what was going on. (L. p. 225)

The new boats on the New York canals in the period showed the decline. While in 1880, 439 were built, five years later only 34 were constructed. The great rival of the water ways at this time was booming as never before. Two things were going on at an astonishing rate - building and combining. The country had been streaked with short lines from the early years and up to after the War. Many of them were bankrupt for the simple reason that they began nowhere and ended nowhere. That had to combine in some way, co-operate or go out of business. The tendency to combine, to make systems, had become clear by 1880. You had the Penn. system, the N.Y.Central System, the Illinois Central, the Union Pacific, the Chicago, St Paul & Minneapolis.

See A

The only way we can get a clear idea in a short time of

Digital Image, 2011, The Ida M. Tarbell Collection, 1890-1944, Allegheny College Pelletier Library.

the way this combination was going on and why it went on is by examining specific cases. For many reasons there is no case that is as significant as that in what we call the Hill Country. (See notes)

Digital Image, 2011, The Ida M. Tarbell Collection, 1890-1944, Allegheny College Pelletier Library.

of men, we will consider later, particularly in the matter of the oil monopoly.

When out of money the roads had ways of faking prosperity. They formed pools which were greatly suspected. Their relations with the state legislatures were highly suspicious. Practically every state and railroad could get from the legislature what it wanted. If somebody rose to dispute them, the generally didn't come up for election again. (p.242) Inevitable result on business of this kind of thing.

The evil of the pass. (L. p.242)

Manipulation of corporate stock. Rise of personal franchises. Effect of this on the public. (p.244)

In general, calculated abuse of power, over-confidence, poor judgment. The demand grew and grew in the latter 70s and 80s for better management. The part the farmer took in this we will see later. The agitation gradually broken down the resistence of Congress, where the feeling that private enterprises were sacred, that nothing must be done to interfere with them, except as a last resort, finally gave way and culminated in 1887 in the passage of what is known as the Interstate Commerce law.

It is probable that Congress never would have yielded if the rebate and draw back abuse had not become so flagrant, its effects so obviously disastrous to large numbers of people. Congress dreaded to do anything to stand in the way of its great industrial geniuses, road builders like the Vanderbilts, manufacturers and distributers like Rockefeller, but it also recognized finally that but and out

Digital Image, 2011, The Ida M. Tarbell Collection, 1890-1944, Allegheny College Pelletier Library.