

There is, however, one obstacle in the way of the deepening of the St. Lawrence route, viz: the uncertainty with regard to the future of the great lakes. If the diversion of water from the lakes is allowed to continue the lake levels will be lowered, and in sympathy with the falling of the lake levels the level of the St. Lawrence would be lowered, making a 24-foot waterway on the present basis of levels insufficient to meet the requirements of navigation under the changed conditions. It would be unreasonable to expect the Canadian people to spend millions of dollars to provide a deep waterway to the seaboard only to find, after the work has been completed, that it has been made useless through the diversions of water in the west, and that it would be necessary to do it all over again. The great lakes are the common property of the two nations that share between them the greater part of Northern America. The boundary line runs, as nearly as may be, equidistant from either shore, and the protection of the waters is a matter of mutual interest and should be arranged for by mutual agreement.

In view of the fact that the construction of this waterway is a matter of vital importance to the city of Detroit, it is proper that it should take the initiative in an agitation for the creation of an international commission that would have absolute power to regulate the diversion of water from the lakes for any purpose whatsoever. Who will fire the opening gun in the battle that means so much to Detroit city?

It would appear to be as impossible to divert water from any portion of the great lakes extending from Superior to Ontario, without affecting the whole system, as it is to take away the lifeblood from the human body without affecting the general health of the individual.

The St. Lawrence route offers the only feasible plan for the construction of a deep waterway from the lakes to the sea that will furnish adequate accommodation for the requirements of this country. It is by this means only that we can ever hope to obtain transportation at the minimum cost to the markets of the great outside world.

Article 5.—Millions for Railways—Nothing for Waterways.

During the past decade the attention of the people of this country has been centered in the development of the railways, while the improvement of the waterways has not been given the slightest consideration. There are two reasons for this apparent neglect of water transportation, viz:

First—Because the railways offered the quickest means of securing increased facilities for the transportation of the rapidly-increasing trade of the country.

Second—Because the railways have used their powerful influence with the press of the country to divert attention from the immense possibilities of water transportation.

For the above reasons millions of dollars have been expended in the development and construction of railway lines, while the improvement of the waterways for the carriage of traffic has been utterly neglected. Notwithstanding the immense sums of money expended in the extension of the railways throughout the country they have been quite unable to cope with the tremendous increase in the traffic offered for shipment and the necessity for greater facilities for transportation has forced the question of improving the waterways to the front. When it is taken into consideration that one ocean steamship will absorb the contents of eight or ten ordinary freight trains, it will readily be seen what effect the opening of lake ports to ocean ships would have in relieving the congestion which occurs each year in handling the produce of the country and getting it to destination. The tonnage that would be handled by direct shipment from the upper lake ports to the markets of the old world would not only result in relieving the congestion at lake ports, but it would enable shippers to obtain the benefit