

selfish, short-sighted policy. In the long run they will realize that by working together, they will do more business.

The Waterway - A Common Highway

Canada is building about sixty ships to move trade in Canada in conjunction with her railways. The Prince of Wales within the last thirty days launched at Port Arthur at the head of the unsalted sea, at Lake Superior, a salt water ship. These and other matters are outstanding facts. What hearlag have they on this problem? This highway is a common highway; the United States have the same rights in it as Canada has. The United States Government has the free use of the St. Lawrence River by the Ashburton and other Treaties and, by reciprocal arrangements, the free use of canals. Is there any reason why boats should not navigate from Boston, Philadelphia and anywhere else, and unload at the wharves of Detroit or Windsor? A boat has a habit of carrying her freight as far as she can.

Whore Bulk Freight is Broken Cities Spring Up.

What is the history of the growth of all the large cities of the world? What makes them grow? Some have local factors, viz: some manufacturing; some educational. I often wonder what was the matter with Toronto; a good wholesale point, but it used to be a matter of much amusement to some of us in the West that the City of Toronto would for example, let a cargo of coal be wrecked outside the Island, because there was not enough depth of water then at the entrance of the harbor to come inside. She was then asleep at the switch. Toronto is not asleep now. Why is she spending millions in developing her harbor as Mr. Cousins showed us to-day? Is it to take in the wheat from the Northwest? No, it is to send out exports and receive in the imports (applause). Why should that be practicable to Toronto only? The history of the growth of every large place is, in addition to its local advantages, the breaking of bulk of freight in transportation. Vessels could not get into Toronto heretofore. What made New York, London, Antwerp grow? When a vessel comes in you have to take something out. Wherever you can handle out of the water to the rail or vice versa your place will have an additional factor of growth which it did not have before (applause).

The question, to me, is not what to say, but it is more a question of what not to say. Though I am very much interested, I cannot speak as freely as I would like to; I want to tell you frankly it is all up to ourselves. The organization that is behind Mr. Craig is progressive and up-to-date; what are you going to do with your Government to see that this progressiveness does not stop?

A Marvellous Natural Hydraulic Power Scheme.

Mr. Craig made a slight reference to power. We want to be prepared to bring before the Commission the benefits to be derived from the power end of this problem. The drop from Lake Ontario is about 227 feet. With the Great Lakes at different elevations controlled at the River outlets, by the Creator, we have constructed by Jehovah a wonderful hydraulic scheme. There never was such a power proposition anywhere. The problem need not depend upon navigation only; it would pay alone for power. You have power and canal and navigation benefits. Modern engineering now says that power can easily be transmitted 500 miles without much loss on account of the improvements made in transmitting electricity. If that be so, why should the waters of the Long Sault in the St. Lawrence not be used here in Detroit and Windsor? They are international there, why not here?

As to the benefits to transportation, time is pressing; it is a matter of emergency. It is the natural route. The United States have an equal