

have a habit, unfortunately, of working on the line of least resistance. The railroads have been pressing them with the result in Canada that we are over-built as to Railways. Our waterways have not been pressed on as they should.

What International Joint Commission is Doing.

Here is the state of affairs today; I can speak to you as to what has been done, but cannot say as to what will be done. The United States, at the request of Mr. Craig, sent in a communication to the Ottawa Government asking them if they would take up the question of referring to the International Joint Commission, the improvement of the St. Lawrence between Lake Ontario and Montreal. The Ottawa Government, when they received that communication, sent back word: Yes, we will do so, and suggested to the Washington Government that they appoint somebody to represent the United States and to prepare a report as to what should be submitted. United States promptly came back that they had appointed a certain gentleman of the War Office - Colonel, now General C. Keller, and the Ottawa Government then had to appoint theirs, in the person of Mr. W. J. Stewart, the Dominion Hydrographer. These gentlemen have met three times already, and have come to some definite conclusions as to what to recommend to the respective Governments. Both Governments will act upon these, provided somebody is pressing them along. It will then be referred to the International Joint Commission; the engineers will then have to get busy; will have to find out what they can; report and recommend to the Commission for them in turn to make a joint report to their respective Governments - whether to canalize River or to carry lateral canals, etc., etc. All different problems will be considered by that body of engineers.

The International Joint Commission in turn, will doubtless report to both the Governments. But, whilst the engineers are at work, this Commission ought to add will, if you keep pressing them to do so, be holding sittings not only here and in Detroit, Port Arthur, Fort William, and at the different important points in the West of Canada, and the United States, to find out whether this thing is worth the candle; what is going to be the benefit of it, etc. You, and such places ought to be able to, and will be able to show them what your natural and manufactured products are; where the market is, etc. Who is going to do that? The Government! Certainly not.

Make Representations Through International Joint Commission

When you who are interested in this matter and build up such a case through the International Joint Commission, showing that the merits are so outstanding and they recommend that such and such be done, then it is up to the Governments (with representative organizations on both sides urging them) to adopt the report and to put it into action.

I believe, even now, the canal will never be built in time to take care of the increasing production. Is there a country in the world that is so peculiarly situated as the land that surrounds both sides of the Lakes and connecting Rivers from Lake Superior down to Montreal? On one side of the lake, natural resources, etc. and a large population, and on the other side, both barely touched. Up to now the United States themselves, who through the greater population are more benefited, have not realized, in my judgment, the great importance of that great highway. They, like ourselves, have been so interested in the railroad question.

The railroad corporations heretofore have been selfish; they did not want to see these ports built up to handle business by water; it is a