

In view of the existence of an Association in the Middle and Western States, to press this project at Washington, we believe the time is opportune for the formation of a similar association in Canada, to study the scheme, educate the public to it and bring pressure to bear upon the authorities at Ottawa to have the undertaking rushed to completion.

Mnyor E. B. Winter, of Windsor, was then called upon to welcome the delegates on behalf of the Border municipalities, which he did in his usual happy manner.

President A. F. Healy, Border Chamber of Commerce, followed with a welcome, on behalf of that organization in which he drew attention to the national, indeed international importance of the great project, for the consideration of which this large and representative Conference had been called. He expressed his appreciation of the presence of so many notable waterways authorities, both Canadian and American; and placed the Chamber entirely at the disposal of the gathering.

Address E. L. Cousins:

Mr. E. L. Cousins, Chief Engineer and General Manager of the Toronto Harbor Commission, then delivered a most interesting address dealing largely with the harbor development which Toronto had already inaugurated in confident anticipation of the deepening of the St. Lawrence Waterways for ocean traffic. This, said Mr. Cousins, is inevitable, and Toronto desires to be thoroughly provided with harbor facilities when the ocean ships commence to pass to and from the head of the lakes. He added that Toronto was backing this anticipatory work by an expenditure of no less than twenty-five million dollars. Hamilton, he added, was about to undertake a similarly extensive harbor scheme. It seemed to him of the highest importance that points along the Great Waterways should be prepared to handle ocean shipping when the completion of the St. Lawrence Waterways project had enabled the inland advent of such ocean shipping.

Mr. Cousins proceeded to show just what had been done in Toronto. He was also very emphatic as to the desirability of a municipality owning its waterfront. In the past, these waterfronts had been largely given over to railway companies. To remedy this unfortunate error, many large municipalities in the United States and elsewhere were now spending immense sums.

In dealing with waterfronts, the speaker mentioned that many of the public apparently thought that such waterfronts ought to be laid out in parks and boulevards and otherwise as amusement and recreation places for the general public; and while parks and boulevards were no doubt essential, they should not be permitted to interfere with the economic industrial lay-out of a waterfront. He showed by means of a map just how Toronto had arranged in this connection. At the conclusion of his address, a number of the gentlemen present, particularly from Detroit, asked many questions and thus induced a great deal of further information of most interesting character.

Meeting then adjourned, re-convening at 6.30 p.m. at a dinner given by the Border Chamber of Commerce.

6.30—Dinner, tendered by the Border Chamber of Commerce, President A. F. Healy in the chair.

The President announced that at the last moment Mr. A. A. Schantz, who was on the programme for an address, had been detained out of town. He then called up Mr. C. P. Craig, executive-