

railway man decided he did not want it put into operation. To come from Boston to New York, you have to go away out to the Ocean, — it's only a short way from Boston to New York if you can go through this Cape Cod Canal. I believe the Government of the United States has taken over the canal. This was due to the influence of Deeper Waterways' Association. In that way you pass down that Bay to the City of Baltimore, the idea being that you can leave Boston in a boat and go to Duluth without going out into the Ocean.

The Association of which I was formerly a member, has got together the public sentiment of all those States; and now, when we want to talk to the United States Government, we have the opinion of all the States and not simply one Board. Trade as we had originally.

There was just one thing on this program that particularly interested me, and that is this idea of yours to organize an Inland Waterways Association, and I trust this meeting will not adjourn to-morrow until you have effected a very strong organization to develop the waterways of your country. I want to tell you about a former speaker of the House. He said to me one day: "I'm in favor of that proposition of yours, and I voted for it, and I want you to go to Illinois among the farmers I represent, and convince them that it is a good thing; they knew nothing about waterways." Your Association will find it is well to go out into the country among your farmers so as to convince them that it is as well for them as for you to have improved waterway transportation.

The Chairman then called upon Hon. Frank Keefer, K.C., M.P., Port Arthur, Parliamentary Under-Secretary of State for External Affairs, Ottawa.

Hon. Mr. Keefer's Address:

Your Chairman in his opening remarks stated that this district, and he among others, are going to put one over. He certainly, in calling upon me to speak, is putting one over on me tonight, because I came here in no official capacity. I came to listen and to learn, and it was only, I suppose, because the gentleman who was to have spoken did not arrive, that I was asked to speak — to fill in.

I always try to back up my friend from Duluth, Mr. Craig, to whom I want to tell you, you owe a great deal in this matter. You talk about inertia of Governments; I do not think that the inertia of the Governments could possibly have been overcome as soon as it has been but for Mr. Craig. He (Mr. Craig) came down to see me at Ottawa to get facts; he stayed two or three days, and after that I could not keep pace with his correspondence. He is after everybody, and he will be after you. And that is exactly what you want. You must have somebody detailed off to attend to this matter, and Craig is certainly attending to it on his side of the lake to such an extent that he is going up to those farmers in Illinois that have been previously mentioned, and showing them how much they are going to profit by having a deep sea navigation channel to tidewater, and they are heart and soul for it.

Farmers Favor the Project.

Every farmer in the Canadian House of Commons today is in favor of doing everything that can be done to reduce the cost of transportation and build improved waterways. You need not be afraid of the Canadian farmers.

Governments Are Merely Agents of the People.

Mr. Craig says the whole problem is, when? This is all going to depend upon you. Just as my friend from Winnipeg says and just as Mr. Craig says, the Governments are merely our agents to act, and they