

The problem of salvage and disposal was partially solved by deciding to line the children's swimming pool at the park with the slabs, which work will use up a large quantity of the slabs. For the unloading, a small stiff leg derrick was used to pile the slabs in accessible locations convenient for rehandling when the time arrives to line the pool.

INLAND WATERWAYS CONFERENCE

WITH the object of obtaining an inland waterway suitable for ocean-going freighters and extending from the Atlantic Ocean to the head of the great lakes, an organization to be known as the "Canadian Deep Waterways and Power Association" was perfected at a two-day conference held November 18th and 19th at Windsor, Ont.

This conference was the first of its kind in Canada, and was attended by representatives from many cities throughout the Dominion. The opening address was by E. L. Cousins, chief engineer and general manager, Toronto Harbor Commission, who took as his subject, "What the Canalization of the St. Lawrence Means to Great Lakes Points." He spoke of the work Toronto is doing in developing its waterfront and stated that approximately \$25,000,000 will be spent in deepening the bay and reclaiming marshland.

Already \$19,000,000 has been expended by the city, several millions by the government, and several millions remain to be spent. The returns on the money invested for the past year were still less than the expenditure, but Toronto is not disappointed, and believes that the large investment has been well made. On land which a few years ago was only marsh and shallow water, factories are now located which employ upwards of 6,000 men, and Toronto estimates that an additional population of 20,000—a small city in itself—has been attracted to the city by the harbor improvements and the new industrial sites built up from waste land to attract manufacturers.

Until Canada extends her export trade, said Mr. Cousins, she cannot expect to get a full dollar's worth for a Canadian dollar, and her citizens would have the experience which he had had in Detroit of having to pay five cents to get a Canadian dollar changed.

Toronto had undertaken great harbor improvements because Toronto is the logical importing and distributing point for the province of Ontario, and because she needed deep draft vessels to call at her port to carry her manufactures chiefly to distributing points. Last year the imports of Toronto were \$17,000,000 in excess of Montreal.

A British investor who recently opened a factory in Toronto had said he would not have located there had he not anticipated that in a very near day he would be able to load his own boat with raw materials at Swansea, and unload it at his own wharf at the door of his Toronto factory.

Toronto now controls 99 per cent. of its water front, an advantage which no other city in America possesses. Out of the total appropriation Toronto has spent \$2,000,000 in parks and boulevards, preserving a part of its water front for the recreation of its citizens. The newspapers supported the project strongly, and even the railroads gave it encouragement.

Dwelling upon the wonderful natural resources of Canada still untouched, Mr. Cousins mentioned a new discovery of what he believes to be the greatest iron deposits in the world, near James Bay.

Since Toronto improved her harbor, private capital has invested over \$5,000,000 in land that was formerly marsh and water. A New York amusement firm had offered millions for amusement privileges on one point of the reclaimed land which has been kept for park purposes.

The possibilities of the development of ocean commerce on the Great Lakes were discussed by C. P. Craig, of Duluth, secretary of the Great Lakes-St. Lawrence Tidewater Association; Hon. Frank H. Keefer, Port Arthur, under secretary of state for Canada; and R. J. McLean, Detroit, ex-director of the Atlantic Deeper Waterways' Association.

Mr. Craig pointed out that the Canadian Northwest must have a market, which could only be obtained when greater

transportation facilities are provided for ever-increasing production. He urged co-operation between Canada and the United States in furthering the project of canalizing the St. Lawrence. He asserted that the deepening of the St. Lawrence would reduce the cost of carrying a bushel of wheat from Duluth to Liverpool from 15 cents to 9 cents.

Mr. Keefer thought that the time is not far off when waters of the Long Sault will be harnessed to supply light and power for the homes and factories of Michigan cities. He said that the governments of the United States and Canada have been so interested in railways, and the railways themselves have been so selfish, that development of the Great Lakes as highways for deep-water vessels has been overlooked. The problem of carrying the increased production of the local northwest, which, he said, the railways had wholly failed to meet, can only be solved by deepening the St. Lawrence.

With more than a million horsepower available by proper development of the St. Lawrence, there is no reason why the whole of Ontario and a great portion of the State of New York should not be using "white coal," thereby releasing many million tons of coal for use in other sections of the two countries.

At the afternoon conference November 19th, Sir Adam Beck spoke on power development. He stated that by means of deepening the Welland Canal to from 25 to 30 ft., and deepening the St. Lawrence at one or two points, 90 per cent. of all ocean-going vessels in the world would be able to traverse the Great Lakes freely.

The power possibilities of the St. Lawrence were unexcelled anywhere. For four years the Hydro Power Commission had had a skilled staff of engineers and investigators, in constant research and investigation, collecting information and data regarding the possibilities of this development.

For the whole Great Lakes-St. Lawrence development scheme, not much more than \$100,000,000 would be required. To carry the coal used in this territory 285,000 cars were required. By building one dam and deepening a waterway to 30 ft., half a million carloads of coal would be saved by the power developed for Ontario and New York.

Ninety per cent. of all ocean-going vessels could traverse a passageway 24 ft. deep.

The building of the Morrisburg dam would make possible the control of the levels of Lake Ontario, with a regulation of from two to four feet. It would also increase the depth of Montreal harbor from two to three feet, while now at certain times of the year vessels cannot dock at Montreal for lack of six additional inches of water.

Remedial works would also increase the levels of Lake Erie from two to three feet and 50,000 second feet would be gained without impairing the scenic beauty of Niagara Falls. On the American side 20,000 second feet would be gained.

W. M. German, K.C., the newly elected honorary president of the Canadian Deep Waterways and Power Association, said that before the St. Lawrence river could be navigable for ships 600 ft. long and requiring a 30-ft. draft, the expenditure would amount to about \$200,000,000.

A resolution calling for the joint undertaking of the deepening of the Great Lakes waterways for ocean-going shipping by the governments of the United States and Canada was moved by O. E. Fleming, of Windsor, and seconded by Clarence R. May, of London, Ont. The resolution follows:—

"That this association is of the opinion that the work to be undertaken in the deepening of the natural watercourses for ocean-going shipping should be undertaken by the governments of the United States and Canada jointly, and that it should be operated as a joint undertaking, so far as the watercourses may be international, and that the water powers of the St. Lawrence should be developed to their fullest extent for the purpose of producing a revenue, such revenue to be used to provide a sinking fund for the retirement of capital expenditure, payment of interest and maintenance and operation of the canal system and hydro-electric operation; and that in this way, in our opinion, the project should be made self-supporting."