

remedied in the nature of things. It is an emergency because of the need of power. It will save 36,000,000 tons of coal a year. We need that way to the sea, not only to increase facilities for transportation, but we need it as an alternative way. We need two ways, if the railways break down, so that our whole communication is not shut off entirely. That great North American Mediterranean, is a safety cable, an additional way, a different way, an alternate way, so that if conditions that surround one class of transportation render it useless, the other one is open. Do not have two of a kind, so that if one is gone both are gone. It is also an emergency because of the economic life of the Western countries

"Without Vision the People Perish —"

I hope that when this organization gets together it may start out at the point where we now are in the States. We have gotten past the question of its being done; past the question of whether it is desirable; past the question of whether we are capable of doing it; both of these two great Governments have expressed a willingness and a desire to co-operate. That's something. They have done that not by talk, but by act. They have generously said that this is a common purpose; we will do it jointly, and they have referred it to the International Tribunal created for that purpose. Let this organization attack it as an emergency as it is; let us impress upon everybody that this is an emergency. Three years roll around mighty quick and the pinch will come. The time when the high cost of getting to market will reach us before we have the route around the mound. Let us be forward. Let us raise our eyes and let us look out two, three years ahead, and let us look forward to the development of this great country that lies here in the West. Why, your country has not got started yet! Think of all the possibilities that lie before us, then why hesitate about doing something that is absolutely self-financing! Get the idea that we are going to put it on the emergency list. Washington is going to hear of it. There are fifteen States that will back it up.

Desirability of a Joint Canadian and American Committee

In our Articles of Association adopted last February, we have one paragraph that provides that the Executive Committee of the Great Lakes-St. Lawrence Tidewater Association shall, when occasion offers, appoint a committee from that organization to co-operate with a like committee from like organization or organizations in Canada, to be known as the Co-ordinating or International Committee, that shall co-ordinate the efforts of the two countries so that there may be no pulling at cross purposes. It must be like a tug-of-war, all pulling straight. Now, if it seems good to your organization, provide for such a committee—three or five as you may see fit — and let us have a committee whose business it will be to see that there can be no gaps between us as we move, because this is where the crack occurs that the opposition will insert the wedge to split us. Let us move straight along, pulling one way; understand how to move; understand just what we want, just how we are going about it, and we will see this completed inside of five years, and it will be just two years after the shoe pinches. And, when that is done we shall have hastened by a generation the time when your country and my country shall each come into its own by our common efforts for a common purpose.

At the conclusion of his address, Mr. Craig received a remarkable ovation.

The Chairman then called upon R. J. Maclean, Detroit, Executive Board, Atlantic Deepwater Waterways Association, Etc.