

New York State in contradistinction to other parts of the U.S.A. fears the diversion of traffic from New York and favours the construction, even if it be not economical, of the Oswego-Hudson Ship Canal to satisfy the aspirations - perhaps mistaken - of the Upper Lake States.

4. In two years at the latest, with the opening of the Welland, bulk freight will be arriving at the lower end of Lake Ontario and will find an outlet, a little more than at present by the existing St. Lawrence canals and rail routes, some millions of tons additional by the Oswego-Erie Canal, but the bulk by the New York Central and West Shore Railroads which are already equipping in anticipation.

Once this avenue of traffic has been opened and developed there will be little chance of rediverting it to the valley of the St. Lawrence, and for all time to come the Canadian as well as the United States mid continent will remain tributary to the Port of New York.

5. It so happens that the views of the present Government of the United States correspond with the best interests of Canada but if we fail to act the situation will change and once lost we will not likely ever have an opportunity to remove the physical barriers to navigation presented by the International Section of the St. Lawrence.

6. If the St. Lawrence is developed the trade of the mid continent goes out through our ports to the incalculable advantage of all our Eastern ports where most of it must in any event be transhipped to ocean going craft. Along this great route of commerce large ship repair and construction establishments will be built; manufactures will flourish, and the agricultural and other industries will find a ready market for their goods. The St. Lawrence with its cheap bulk transportation will become the Ruhr of North America.