

facilitate the movement of the lakers, additional sheds are being provided and, generally speaking, a broad programme of works is in course of being carried out so that the port will be equal to the demands that will be made upon it when the Seaway becomes a reality.

One final word so far as Montreal and the Seaway are concerned. I know that there are some who fear that when the Seaway is open and the deep draft vessels move into the Great Lakes, Montreal may lose its place as the pre-eminent Canadian port. I do not count myself among these pessimists; I think that the future holds great things for Montreal. Montreal already has so many advantages - hydro-electric power, a good supply of labour, excellent communications and transport facilities - and, besides this, is located in the heart of what is perhaps the most populous if not the richest market in Canada. If, to all of these existing advantages, we add those that will accrue from the Seaway, I think that we shall have our full share. All that we need to do is to seize the great opportunities that are being offered to us and make the very most of them.

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