

Mayor Clay appointed the following committee on resolutions to report at the evening session.

Mayor Allan, Hamilton, Ont.; Mayor McCrea, Prescott, Ont.; Jno. P. Dunne, Prescott, Ont.; Mayor Dagan, Sarnia, Ont.; J. H. Duthie, Toronto, Ont.; Ald Mothersill, Windsor, Ont.; Mayor McCorvie, Chatham, Ont.

The meeting adjourned at 5 o'clock and the representatives were taken by special car to Wolf's Hotel on the river front, where they were the guests of the city of Windsor at an elaborate luncheon.

Evening Session.

The meeting was again called to order at 8 o'clock, with Mayor Clay in the chair.

Mayor Allan, of Hamilton, chairman of the committee on resolutions, moved the following resolution, seconded by Mayor Dagan:

"WHEREAS the construction of a deep waterway from the lakes to the Atlantic ocean is, we believe, an absolute necessity to provide facilities adequate for the transportation of the rapidly increasing volume of business moving to and from the Canadian west, also that such a waterway will be of incalculable value to the territory tributary to the great lakes. THEREFORE, BE IT RESOLVED that this meeting of representatives of the cities and towns located on the great lakes and Saint Lawrence river endorse the development of the St. Lawrence route as the only feasible plan by which a satisfactory deep waterway capable of taking care of this business can be secured. FURTHERMORE, BE IT RESOLVED that in order to remove existing uncertainty with regard to the matter we hereby urge upon the government the necessity for immediate action in connection therewith."

Mayor Allan spoke strongly in favor of the resolution and urged that it receive the unanimous approval of the conference.

Mayor Dagan, of Sarnia, vigorously supported the passage of the resolution and made a stirring appeal for the St. Lawrence route as being in the best interests of the country generally.

Mr. Henderson, of the Canadian Salt Co., Windsor (a subsidiary organization of the Canadian Pacific Railway), stated that he was in favor of investigating the Georgian Bay route and offered an amendment to that effect which went without a seconder for sometime, but was ultimately seconded by Mr. Murphy, of Windsor, in order that it might be voted upon.

In speaking in favor of the original resolution, Mr. James Hunter Duthie, of Toronto, said:

Between four and five years ago under the heading of "Canada's Transportation Problems," I placed before the government at Ottawa, in concrete form, the need for better and more adequate transportation facilities for the handling of the rapidly increasing volume of produce coming from the wheat fields of the Canadian west, and urged the immediate construction of a railway to the Hudson Bay which would lessen the distance from the Canadian west to Liverpool approximately 1,000 miles and result in a material reduction in carrying charges which would be of inestimable value to our people; also the necessity for reconstructing the Welland Canal so as to make it suitable for the passage of ocean vessels and which would be the first link in a deep waterway from the lakes to the sea. Mr. George P. Graham, Minister of Railways and Canals, took immediate action and as a result of his work the Hudson Bay Railway is in course of construction and work has been started to deepen the Welland Canal and make it large enough to permit of the passage of ocean going vessels.

We have every reason to believe that the present government will prove to be quite as progressive as its predecessor and that concurrently with the reconstruction of the Welland Canal, steps