

bridges. There is indeed no more striking symbol of unity, of intercourse, and of friendship than a bridge. From antiquity to the present, bridges have been built to span the spaces of separation. Their very appearance suggests the surmounting of difficulties, the overcoming of barriers, the broadening of the path of progress and peace. The peoples of this continent, whether concerned with steel and stone, or with the invisible realities of mind and spirit, have, for the most part, been bridge-builders worthy of the name. In politics, as in road-making, it is a great thing, Mr. President, to know how to build bridges.

In the art of international bridge-building there are two structures, each with its association with the St. Lawrence and the Great Lakes, of which I should like to say just a word. They stand out as monuments of international co-operation and good-will. Each has its message for the world of to-day. The one is the Rush-Bagot Agreement of 1817; the other, the International Joint Commission created in 1909.

*The Rush-Bagot Agreement: a means of escape from
competitive arming*

Before the War of 1812 and while it was being waged, citadels and arsenals came into being. Naval yards were set up and armed craft appeared on the waters of the St. Lawrence and the Lakes. Hostile forts frowned at each other from opposite shores. An armament race had begun; and had it been permitted to continue, we should have been looking back on a century of suspicion, enmity and hatred, instead of rejoicing, as we are, in a century of peace. In the course of the War of 1812, as many as 20 armed vessels were constructed in the Naval Yards at Kingston. One of these, the *St. Lawrence*, was actually larger in size, and carried more guns, than Nelson's *Victory* at the Battle of Trafalgar. Within three years of the conclusion of the war, we, happily, had determined to place our reliance upon Reason instead of upon Force, and to substitute for