

It is true that the Canadian route may benefit to some extent by the construction of the Welland Canal, which will permit large vessels to come to Prescott and Kingston, but this will require the most modern grain handling facilities at these points, as well as consideration of the efficient handling of grain from these points to Montreal, which elevators, etc. would cease to be of use when the whole St. Lawrence canal system is completed.

The ideal and proper method to pursue to get full benefit of the Welland Canal is a simultaneous development of all the canal systems to Montreal, no matter by what scheme.

The canalization of the St. Lawrence River, with its immense power possibilities is, in the opinion of the Commissioners, preferable to deepening and widening the present canal system.

Whichever method, however, is finally adopted, the completion of a scheme of such magnitude would require expense and time, but it is one that **must** be carried out and should be aggressively proceeded with. If it is not found possible to proceed with the whole scheme simultaneously, the opinion of the Harbour Commissioners is; that the portion of the inland transportation system which is most immediately required, and which will give the most immediate benefits, is the section of the canal system commencing at Montreal working Westward.

Minnesota—Gary, Indiana

An idea of some of the wealth that would flow through this direct lake to ocean route has already been given, in the statistics relative to present tonnage, and also by mention of the greater development it would bring about, particularly in Canada. The potential possibilities of these ocean terminal lake ports as feeders to this great waterway, is beyond conception. A few facts and figures given of one of the mediate states, which has particularly favored the granting of bonuses and guaranteeing of bonds to encourage inland transportation by rail and water, is the State of Minnesota (in which is Duluth, its coming terminal sea port and