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## Niagara District Industrial Association Congress

Delegates Are Shown Power, Transportation and Other Facilities of Towns and Cities  
in the Niagara Peninsula—Progress of Hydro-Electric Power Development—New Welland  
Ship Canal Is Immense Undertaking—District Organization Will Likely Be Permanent

**F**ACTORY sites, power and transportation facilities contained in the Niagara peninsula were shown to delegates to the first conference of the Niagara District Industrial Association, held August 2nd to 4th. The more important points visited were the cities of Niagara Falls, Welland and St. Catharines, and the towns of Bridgeburg, Fort Erie, Chippawa, Port Colborne, Humberstone, Merriton and Thorold. The district is one of the most populous in Canada, and, in addition to the attractions to manufacturing industry, has also excellent soil for agricultural and fruit-growing purposes.

Assembling at Niagara Falls on Monday, the party, which included not only delegates from the district, but also visitors from other points in Canada and from the United States, were entertained by the Niagara Falls Park Commission and by the Niagara Falls Chamber of Commerce. In the afternoon they were shown over the power plant of the Ontario Power Co., and over the Queenston-Chippawa Power Development, now under way, by the Ontario Hydro-Electric Power Commission. In the evening a "power" banquet was held, at which further information about the work and its importance was given. The principal speakers were W. M. German, M.P., president of the Niagara District Industrial Association; Senator Gideon Robertson, Canadian Minister of Labor; Mr. Acres, of the Hydro-Electric Power Commission, and F. W. Field, British Trade Commissioner in Ontario.

The Niagara Power Development will, when completed, be the largest Hydro-electric power plant in the world. There will be an installed capacity of 500,000 horse-power, with a head of 305 feet. The capacity of each unit is 52,500 horse-power. The canal is to be nine miles in length, the river section being four miles in length. The deepest cut is 145 feet, of which 75 feet is in rock. The width of the finished water channel will be 48 feet, and the depth of the water section under operation will be 35 feet. Thirteen million cubic yards of earth are being excavated in connection with the work, and four million cubic yards of rock. A total of 500,000 cubic yards of concrete will be used. Seventeen bridges will be required to carry railroad and highway traffic over the canal.

### The Welland Canal

On Tuesday the conference went to Bridgeburg, Crystal Beach, Port Colborne, Humberstone and Welland. Water transportation was the subject of main interest on this day. The problem was discussed by railroad, marine and highway men from various standpoints. The needs and advantages of the Niagara district in particular and the province in general were dealt with by the speakers, including Senator Gideon Robertson, Minister of Labor; A. P. Zimmerman, Industrial Commissioner of the C.P.R.; A. R. Bromley, general freight agent of the Michigan Central; Charles J. Sales and J. J. Morsman of the Wabash Railway; Mr. Fitzsimmons of the G.T.R., and Major Alex. C. Lewis of the Cana-

dian Deep Waterways and Power Association. The slogan "Bring the ocean to your doors" was emphasized by Mr. Lewis as the inevitable policy for both Canadian and American interests, regardless of local considerations.

Senator Robertson announced in his address at a banquet in the evening, that highway development is to be proceeded with immediately in the Niagara peninsula if the federal share of \$200,000 is to be devoted to the building of the Queenston-Hamilton road. This will be pushed by the Ontario Department of Highways in the immediate future. He also declared that the building of the Welland-Port Colborne road would be completed with a minimum of delay on the portions still unfinished. He declared himself in favor of the building of a higher bridge over the Niagara River to relieve the present traffic congestion at the frontier, and would try to hasten that project. After dealing with the development of rail transportation under private ownership, Senator Robertson stated that service would be the basis of competition in the operation of the nationally-owned lines, with C.P.R. standards in front of them. He declared the proposed freight rate increases were justified in view of the much higher operating and maintenance costs, citing the tripling in cost of box cars, locomotives and passenger cars, and the doubling of wages. With regard to canalization of the St. Lawrence, he said federal aid was assured, and that for more than three years the Dominion government had been making surveys preparatory to making a start in that work of power development and deepening of the waterways to the sea.

### Labor Developments

"There has been a gradual change in industrial conditions during the year," said Senator Robertson. "Twelve months ago unrest was prevalent everywhere. More latterly there has been a growing tendency to refer industrial disputes to conciliation, with good results in many cases. I have ample evidence to prove that the Soviet government in Moscow has been financing attempts to spread its gospel of Bolshevism in Canada. It has been amply demonstrated that Mr. Martens, the agent of the Bolsheviks, has been financed to the extent of two million roubles, for the purpose of influencing public opinion on this continent, and we are positive that Canada has not been neglected in the efforts to spread the propaganda broadcast on this side of the Atlantic." He deprecated the results that could be obtained, but asked employers to show a spirit of toleration and to seek to gain co-operation founded on confidence in their relations with employees.

Major Alex. C. Lewis in his address on deep waterways said that the development of a passage to the sea was absolutely imperative to both Canada and the United States. "The long haul and high freight rates are a wall against successful Canadian competition in European markets,"

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