

While the St. Lawrence route is entirely within Canadian territory and the work of reconstruction must of necessity be undertaken by the Canadian Government, there is a large portion of the route from the head of the lakes to Lake Ontario that is international in its character and control and there should be a thorough understanding between the two governments with regard to the conservation of these waters for the benefit of the citizens of both countries. Senator Townsend, of Michigan, has taken an active interest in the promotion of sentiment in favor of a deep waterway on the other side of the line and while he is not in a position to speak with authority for his government, he states that he feels perfectly confident in saying that we can depend upon the co-operation of the United States in any measures that are taken to preserve the lake levels, and very recently he introduced in the Senate a resolution which received unanimous approval, recommending that the two governments should get together and provide for the protection and development of water navigation and more particularly for the construction of a deep waterway from the lakes to the ocean. We, on this side of the line, feel certain that Canada will do its part in planning for the development and protection of the inland waters.

The statements of General Bixby and other prominent engineers that any further diversion of water from the lakes will imperil navigation demand attention and action. It would appear to be as impossible to divert water from any portion of the Great Lakes extending from Superior to Ontario without affecting the whole system as it is to take away the lifeblood from any portion of the human body without affecting the general health of the individual.

There is Need for United Action on the Part of Both Countries.

That is the kind of reciprocity we require between the United States and Canada, a reciprocity that will tend to the upbuilding and development of both countries while it will not result in injury to a single individual.

And right here I would like to make clear the position taken by the Hon. R. L. Borden, leader of the government, on the reciprocity compact which was submitted to the people of Canada at the last general elections and which resulted in the defeat of the liberal administration. Prior to the elections I was favored with an expression of Mr. Borden's views and believe that they will meet with the approval of the people on both sides of the border, even those who favored the adoption of reciprocity. Mr. Borden said:

"If the United States produce anything that is necessary for the welfare of our people, it is the duty of our government to make the tariff on that commodity low enough to enable them to obtain it at a reasonable cost; if, on the other hand, we produce anything that is required for the benefit of the citizens of the United States, their government should, in my opinion, take a similar course of action."

Some of the old line politicians might say that this is bad politics. It is not the utterance of a politician; but the words of a statesman who has the welfare of his country at heart, and it is right in line with the action of the present government of the United States.

It might be said that a deep waterway to the sea by way of the St. Lawrence route would not be used freely by the people of the United States, owing to the fact that it would be under the control of the Canadian Government, but there is absolutely nothing in such an argument. TRANSPORTATION KNOWS NO BOUNDARY LINES and traffic will seek the cheapest route irrespective of its ownership. As an illustration of this fact I might say that about 1900, a company was formed in the City of Chicago for the purpose of operating a line of steamships between that city and Liverpool and two or three trips were actually made by the St. Lawrence route, but the ships were of such small capacity that they could not be made