

Fundamental Principles.



Toronto Platform—September 19, 1894.

WHEREAS, This convention has assembled for the purpose of promoting the union of the lakes and the high seas by waterways of the greatest practicable capacity and usefulness, and recognizing the supreme utility of such waterway development,

Resolved, That the depth of all channels through the lakes and their seaboard connections be not less than 21 feet, and that all permanent structures be designed on a basis of not less than 26 feet, in order that the greater depth may be quickly and cheaply obtained whenever demanded by the future necessities of commerce.

Resolved, That this convention recognizes the utility of the natural route to the sea by the St. Lawrence river as most quickly and cheaply improvable, and is also impressed with the commercial necessity of the route reaching the Atlantic ocean via the Hudson river.

Resolved, That we recommend that the governments of Canada and the United States appoint a joint commission to consider and report fully upon the advisability of the two countries uniting to establish deep ship-channels from the great lakes to the sea, free and neutral, at joint expense, under joint control, as well as the probable character and expense thereof, together with the equitable share that should be charged to each country, and whether the two countries may not co-operate in said undertaking in all matters necessarily international in character.

Resolved, That we cordially approve all projects designed to extend marine commerce by means of waterways from the great lakes into new territory.

Resolved, That as a preparation for the joint promotion of common interests, it is desirable that a permanent court should be constituted for the decision by rules of law of all questions of an international character which may in any wise arise between the peoples and governments of the British empire and the United States.

Resolved, That these resolutions be respectfully communicated to the governments and parliaments of Great Britain and the colonies of the British empire and the government of the United States.

Resolved, That the executive board herein provided be and is hereby charged with the duty of drafting a constitution and by-laws, formulating an address or memorial to the governments of Canada and the United States, and providing generally to carry into effect the objects of the association, with full power to act finally in all such matters.

Cleveland Platform—September 25, 1895.

Recognizing the supreme utility of deep waterways through the great lakes and thence to the sea and reaffirming in full the platform adopted at the organizing convention held at Toronto in 1894, the International Deep Waterways association, in first convention assembled, declares as follows:

1. That the public welfare demands the deepest practicable channels between the several lakes and to the seaboard to enable vessels of the most economical type to pass between lake ports, or between the lakes and the seaboard, or to foreign waters without the necessity of transshipment.

2. That the said requirements call for a least depth of 21 feet in all channels and the building of all permanent structures for a navigable depth of 26 feet or more in order that the water courses may be progressively and economically deepened to the ultimate necessities of traffic.

3. That prompt action by the congress of the United States and the government of the Dominion of Canada providing a joint commission to investigate and report upon the establishment and maintenance of deep water between the great lakes and the sea, conformably to the resolution adopted at Toronto in 1894, is a matter for congratulation and that in view of the extended scope and great importance of the subjects to be examined by the said commission, this convention urges that the most liberal provision be made for the necessary expenses.

4. That the broadening of the channels through the connecting shallows between Lakes Erie and Huron and Lakes Huron and Superior, as recommended by lake carriers, is urgently demanded by the interests of commerce, and is in line with the progressive development of a great trunk water-route.

5. That the international interest in the great fresh-water seas of the American continent and in the ship-routes joining them to the ocean is recognized, and that the use of their waters and the control of their levels are proper subjects for international regulation.

6. That pending the development of the best deep channel or channels to the ocean, the promised early completion by the Canadian government of the St. Lawrence canal—if possible with lengthened locks—will result in marked benefit to international commerce and the producers of the interior; likewise, that the movement in the state of New York toward lessening the cost of transportation to tidewater by improving the Erie canal, which must have a permanent value, is noted with satisfaction.

7. That with respect to the several resolutions offered concerning local canal projects, all enterprises designed to extend marine commerce through lateral routes, tributary to the great lakes system, should be encouraged.

8. That special and renewed attention is called to the desirability of establishing a permanent international court, as set forth in the organizing convention in Toronto, in 1894.