

of the ruling markets from time to time, which is lost to them when they are obliged to keep traffic in storage waiting the convenience of the railways to get it to the seaboard for export.

In speaking with prominent Detroit business men the writer has been surprised to find that they take little or no interest in striving to make this city a seaport, and the question has frequently been asked, "What can we do to further the deepening of the St. Lawrence route, that is a matter that rests entirely with the Canadian government?" It is true that the work of reconstructing the canals between Lake Erie and the ocean would have to be undertaken and carried on by the Canadian government, but, as pointed out in a previous article, it would be folly for them to expend the money necessary to provide a deep waterway to the sea unless they are given some guarantee that the expenditure will not be made useless through the diversion of water from the lakes. There is one thing that the city of Detroit can do to secure the development of the waterways, viz: a campaign can be started looking to the appointment of an international commission for the purpose of controlling the diversion of waters from the lakes; the support of cities like Chicago, Milwaukee, Duluth, etc., can be secured and pressure can be brought to bear upon the federal government to secure the protection of the waterways so that they may be improved and developed in the best interests of the country at large. As former President McRae, of the Board of Commerce, said in his address to the people from upper Michigan some time ago:

"All great improvements are brought about first, by agitation; second, by education, and third and last by organization."

The time is ripe to strike for the construction of a deep waterway to the seaboard and should the citizens of Detroit neglect the opportunity they now have to assist in the work of making this city an ocean port, they may long have reason to regret their apathy.

The Chicago drainage canal is not the only danger point in connection with the diversion of lake waters; there are many places where promoters are seeking the privilege of tapping the lake waters for the purpose of enriching themselves without regard to the welfare of the nation, and these movements extend all the way from the head of the lakes to the eastern end of Lake Ontario. The necessity for prompt action will therefore be apparent to anyone who gives the question consideration.

There is another new channel of transportation looming up that will have a wonderful effect in lessening the congestion that occurs yearly in the handling of western products, and while it will not compete for interior trade with the St. Lawrence route, it will take a considerable tonnage away from the railways and give them a better opportunity to give the people an improved service in the handling of purely rail traffic. The route in question is by way of the Hudson Bay, which will lessen the distance from Winnipeg to Liverpool about 1,000 miles, and which will handle a considerable portion of the output of the northwest and to that extent relieve the congestion on the railways.

If you have read these articles on the development of the waterways, you will probably realize the necessity for action on the part of Detroit city. Are you ready to act, or will you do as has been done in many cases in the past, let it pass with the statement there is nothing I can do personally to further the work of making this city an ocean port?