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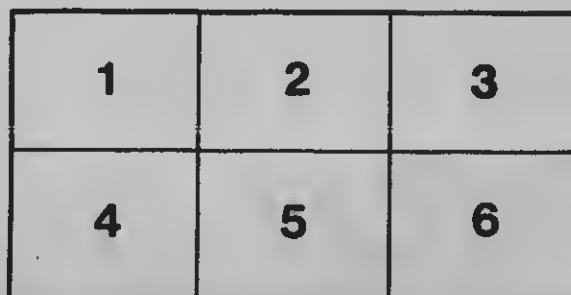
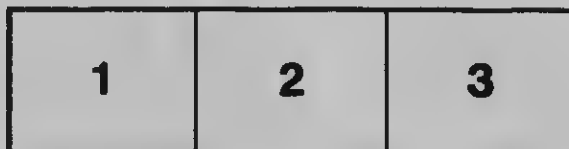
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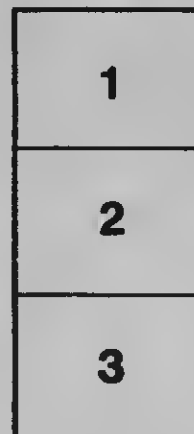
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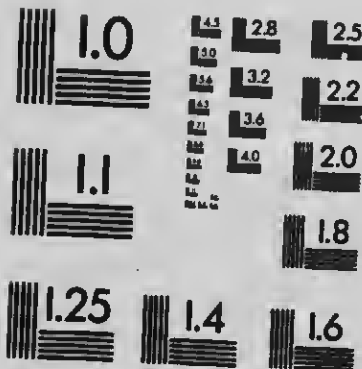
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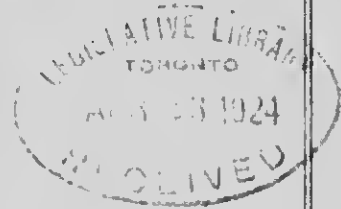
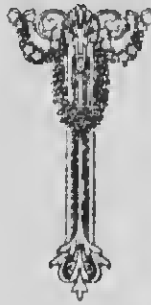
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1919

Great Waterways Conference



*Organization of the "Canadian
Deep Waterways and
Power Association"*

Proceedings

*Border Chamber of Commerce
18th and 19th November, 1919*

Great Waterways Conference

Border Chamber of Commerce

18th and 19th November, 1919

*From which was formed the
"Canadian Deep Waterway
and Power Association with
the following officers:—*

OFFICERS:

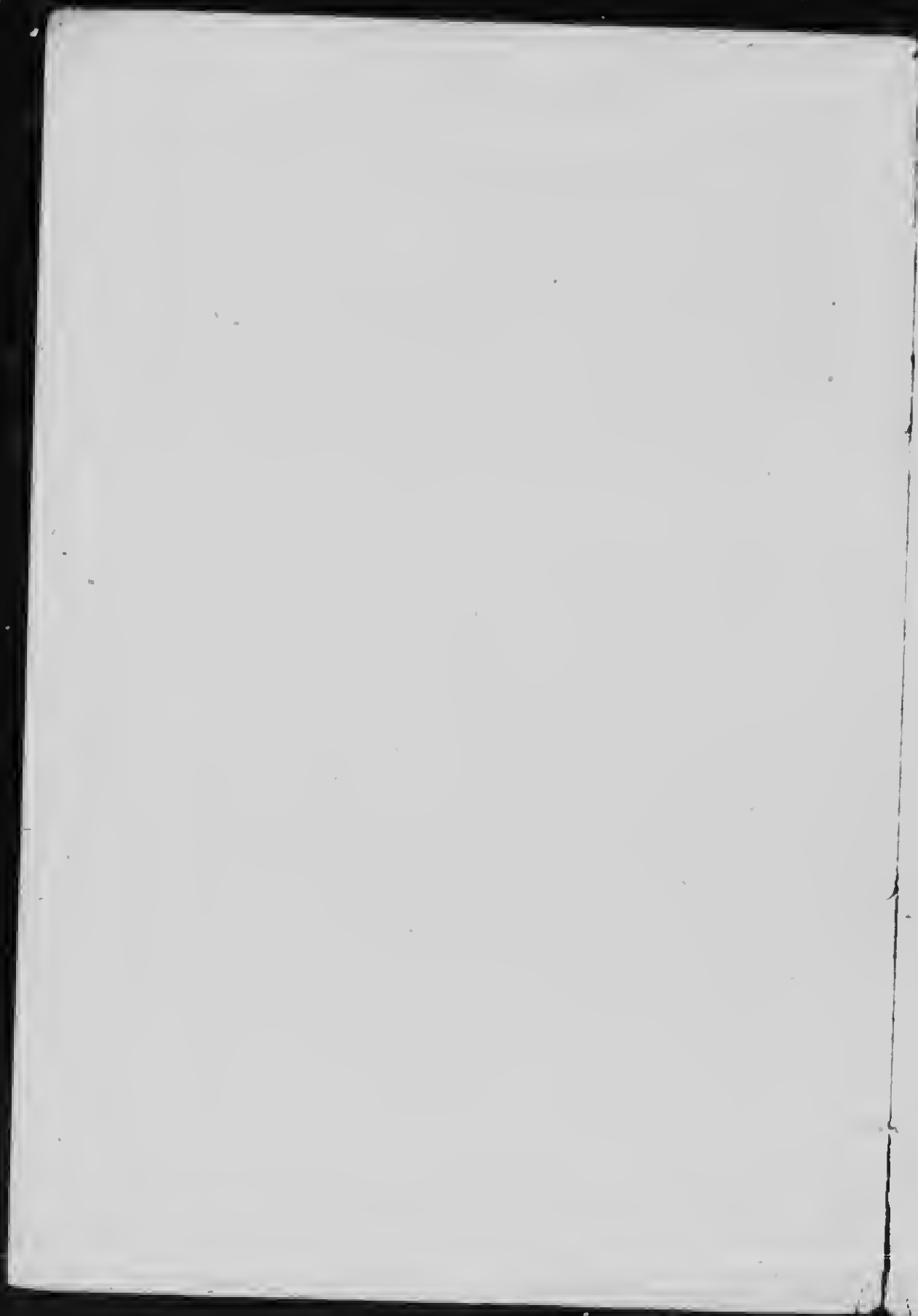
W. M. German, K.C., ex-M.P.,	Welland,	Hon. President.
Sir Adam Beck,	London,	Hon. Vice-President
Mayor T. L. Church,	Toronto,	" "
F. MacIure Sclanders, F.R.G.S.,	Windsor,	Hon. Sec'y-Treas.
O. E. Fleming, K.C.,	"	President.
E. L. Cousins,	Toronto,	Vice-President.
George J. Guy,	Hamilton,	"
George A. Graham,	Fort William,	"
	Winnipeg,	"
Major Alex. C. Lewis,	Toronto,	Sec'y-Treasurer.

DIRECTORS:

One Director to be elected by each Municipality and Farmers' Organizations embraced in the membership of the Association.

BANKERS: Bank of Hamilton.

AUDITORS: Edwards, Morgan & Co., Chartered Accounts, Toronto.



Great Waterways Conference, Border Chamber of Commerce, Tuesday and Wednesday 18th and 19th November, 1919.

The following delegates were present and, in addition, a number of other prominent people who did not register:

Name:	Representing:	City:
Hon. Frank Keefer, K.C., M.P.	Parliamentary Under-Secretary for External Affairs,	Ottawa.
W. J. Stewart,	Consulting Engineer, Department of External Affairs; and, Hydrographer, Hydrographic Survey,	"
A. B. Lamhe,	Engineer, Dominion Power Board,	"
H. B. R. Craig,	Windsor District Engineer, Department of Public Works,	Ottawa.
James Mitchell,	Public Archives of Canada,	"
Sir Adam Beck,	Chairman, Hydro-Electric Commission,	Thornhill.
E. L. Cousins,	Chief Engineer and Manager, Toronto Harbor Commission,	"
Alex. C. Lewis,	Toronto Harbor Commission,	"
J. M. Wilson,	District Engineer, Department of Public Works,	"
F. D. Tolchard,	Public Service Department, Board of Trade,	"
M. Ruse,	Board of Trade,	Oshawa.
W. B. Burgnyue,	" " "	St. Catharines.
J. S. Jones,	" " "	Dunnville.
W. M. German, K.C.	" " "	Welland.
W. J. Hickey,	" " "	"
David Dick, Jr.,	" " "	"
W. H. Breithaupt,	" " "	Kitchener.
C. R. May,	Chamber of Commerce	Londonderry.
E. S. Little,	" " "	"
W. T. Winder,	Board of Trade,	St. Thomas.
C. A. Cromwell,	" " "	Port Stanley.
N. S. Cornell,	" " "	"
F. E. Tift,	" " "	Rondeau.
M. M. Maxwell,	Chamber of Commerce	Chatham.
Joseph H. Hind,	Board of Trade,	Leamington.
H. Lendon,	" " "	"
F. A. Nancekivell,	Border Chamber of Commerce,	Windsor.
O. E. Fleming, K.C.,	" " " "	"
Alexander Simmers,	" " " "	"
W. C. Kennedy, M.P.,	North Essex Riding,	"
Geo. Thompson,		"

GREAT WATERWAYS CONFERENCE

J. N. Cantin,		St. Joseph, Ont.
W. S. Bowden,	Boerd of Trade,	Goderich.
A. Saunders,	" " "	"
S. V. McLeod,	" " "	Sault Ste. Marie,
		Ont.
George A. Graham,	" " "	Fort William.
George E. Hooker,		Washington, D.C.
Hon. Sidney Story,	New Orleans Association of Com-	
	merce, formerly Manager	
	Emergency Fleet Corporation,	
	United States Shipping Board,	
	Atlanta, Ga.,	New Orleans.
Chas. P. Craig,	Vice-President, Great Lakes-St.	
	Lawrence Tidewater Associ-	
	ation,	Duluth, Minn.
W. H. Adams,	Chairman, Inland Waterways	
	Committee, Detroit Board of	
	Commerce,	Detroit.
George F. Berr,	Member,	"
Chas. F. Laughlin,	"	"
Horace Lane,	"	"
David Molitor,	"	"
R. J. Meclen,	"	"
Mrs. B. F. Williston,	General Federation of Women's	
	Clubs,	"
Col. J. A. Atkin,	Special Representative, New	
	York Sun,	New York.



Proceedings and Addresses
GREAT WATERWAYS CONFERENCE
Windsor, Ontario

18th and 19th November, 1919

THE opening session convened at 3 p. m. when the Chairman, Mr F. A. Nancekivell, opened the proceedings with the following introductory remarks:

Opening Address - Chairman, F. A. Nancekivell:

Gentlemen,

It is scarcely necessary for me to go into detail as to the reason for the calling of this Conference. The general views of our Committee have been placed before you in correspondence exchanged. However, might I just touch very briefly upon a few of the basic ideas behind this movement:

The opinion is expressed on every hand that these are serious times for this country, and, indeed, for the whole civilized world. Never was there more urgent necessity for the greatest foresight and wisdom in the planning of our commercial future. The world's markets are being realigned; and if we are to have prosperity, we must reach out for foreign trade both in our natural and manufactured products. And, if we are to compete with other countries for world trade, we must keep down our costs of production and delivery.

Transportation charges on raw material and finished products constitute quite a large percentage of the cost to the ultimate consumer. Therefore, any saving effected in such charges will yield big results in both foreign and domestic trade.

Water Transportation, as everyone knows, is much cheaper than rail transportation; and, when we consider what a wonderful natural system of inland waterways is the joint heritage of Canada and the United States, and how comparatively little it is necessary to do in addition to that already done, to give us a deep waterway from the Atlantic Tidewater to the head of the Great Lakes, then, surely, now is the time to get behind the project and push it through.

In addition to the actual savings in transportation costs of goods inward and outward, the development of electrical energy possible in connection with the work would most desirably offset the present and anticipated coal shortage; and, if sold at a reasonable price, would go far to finance the project.

The particular features with figures and estimates of this proposed work will be dealt with by different speakers today and tomorrow who, I believe, will prove to you that, not only is the project most desirable, but, that it should be actually considered as an emergency of the most urgent kind.

In view of the existence of an Association in the Middle and Western States, to press this project at Washington, we believe the time is opportune for the formation of a similar association in Canada, to study the scheme, educate the public to it and bring pressure to bear upon the authorities at Ottawa to have the undertaking rushed to completion.

Mnyor E. B. Winter, of Windsor, was then called upon to welcome the delegates on behalf of the Border municipalities, which he did in his usual happy manner.

President A. F. Healy, Border Chamber of Commerce, followed with a welcome, on behalf of that organization in which he drew attention to the national, indeed international importance of the great project, for the consideration of which this large and representative Conference had been called. He expressed his appreciation of the presence of so many notable waterways authorities, both Canadian and American; and placed the Chamber entirely at the disposal of the gathering.

Address E. L. Cousins:

Mr. E. L. Cousins, Chief Engineer and General Manager of the Toronto Harbor Commission, then delivered a most interesting address dealing largely with the harbor development which Toronto had already inaugurated in confident anticipation of the deepening of the St. Lawrence Waterways for ocean traffic. This, said Mr. Cousins, is inevitable, and Toronto desires to be thoroughly provided with harbor facilities when the ocean ships commence to pass to and from the head of the lakes. He added that Toronto was backing this anticipatory work by an expenditure of no less than twenty-five million dollars. Hamilton, he added, was about to undertake a similarly extensive harbor scheme. It seemed to him of the highest importance that points along the Great Waterways should be prepared to handle ocean shipping when the completion of the St. Lawrence Waterways project had enabled the inland advent of such ocean shipping.

Mr. Cousins proceeded to show just what had been done in Toronto. He was also very emphatic as to the desirability of a municipality owning its waterfront. In the past, these waterfronts had been largely given over to railway companies. To remedy this unfortunate error, many large municipalities in the United States and elsewhere were now spending immense sums.

In dealing with waterfronts, the speaker mentioned that many of the public apparently thought that such waterfronts ought to be laid out in parks and boulevards and otherwise as amusement and recreation places for the general public; and while parks and boulevards were no doubt essential, they should not be permitted to interfere with the economic industrial lay-out of a waterfront. He showed by means of a map just how Toronto had arranged in this connection. At the conclusion of his address, a number of the gentlemen present, particularly from Detroit, asked many questions and thus induced a great deal of further information of most interesting character.

Meeting then adjourned, re-convening at 6.30 p.m. at a dinner given by the Border Chamber of Commerce.

6.30—Dinner, tendered by the Border Chamber of Commerce, President A. F. Healy in the chair.

The President announced that at the last moment Mr. A. A. Schantz, who was on the programme for an address, had been detained out of town. He then called up Mr. C. P. Craig, executive-

director of the Great Lakes-St. Lawrence Tidewater Association of Duluth, and father of the Deep Waterways movement in the United States.

Mr. Craig's Address: -

"It is a very great pleasure indeed for me to attend a Conference in the Sister Nation on this subject which has been so very close to me and occupied so much of my life since twelve months back, and particularly the last ten. I am delighted to be here, because I very soon got the spirit this afternoon of what this organization meant to do, and when I listened to the excellent remarks on the Harbor work at Toronto and saw how it fitted into the scheme, and how large sums, millions and millions of money had been spent on the strength of some day reaching the sea, I said to myself, the job is well on the way. (Applause). And, certainly, it is a great thought: that of bringing the Atlantic Ocean to the heart of the Continent; that of creating several thousand miles more of coast line and a large number of excellent harbors that are so scarce in the North Atlantic and just now so badly congested. It is a great thought to create on this Continent an American Mediterranean which will be to this wonderful country what the Mediterranean has been to Europe; but it is just as great a thought and one just as inspiring to think of two great nations joining together to do this common thing for a common good. (Applause). There are many things in which we may in the future, if we have not always done so in the past, find we are on common ground. There are many common economic problems into which each nation can go without injury to its neighbor; for, fundamental problems are the same in the two countries, and upon these we should get together. (Applause).

A Waste That Constitutes a National Crime:

"I think perhaps I had better confine my remarks to-night to our organization. I need not tell anyone in Canada about the St. Lawrence River, about the great power awaiting development. Every day it is allowed to run waste is a crime - the greatest power in the world. I need not tell anyone in Canada what it would mean to get to the Ocean. That great country in the North-West - go to the Head of the Lakes and set down the leg of a pair of dividers, open your dividers a thousand miles wide and then move the other leg towards the North-West on and on to the limit of the point where live stock and wheat grow, and then sling it around, and it lands in the Atlantic Ocean. (Applause). Some country you've got! That country must have a market; that country can't haul its goods all the way by rail; and, bringing the Atlantic to the middle of the Continent unlocks the markets of the world. Local markets are soon satisfied; but world markets are never satisfied. Unless you have the means of reaching the market that will permit of production at a profit, satisfactory production ceases.

The Solution:—Unlock Your Front Door to the Sea!

To-day the world needs our stuff; will buy it at any price and pay the freight; but this old world is going to right itself by-and-by, and we are going to have some job to keep up. Our railroad rates will not adjust themselves to the old basis, if that basis was right. What will you do in your Western country? How will you get to the market? Our lands are going up; logically they should not. Relatively land in the west is worth less than formerly compared to eastern land. The product of western land has to be lifted over a higher wall to get to market. For the freight rate is a wall between the produce and its market, and the freight rates have been raised. When a heavier charge is made against the land, it lays a burden on its value. In spite of this the price of western land is going up. Wait long enough and the world will come to you if you cannot carry

your products to the world. But I speak not of the far future, but the near future: The way to the sea, opening our front door to the sea, is the answer to that problem.

Freedom of Traffic Movement Lowers Cost

Some of our friends, perhaps, along the sea-coast may not view it in the same way; but, gentlemen, let us try to get them to take this view: That anything which tends to facilitate the movement of commodities in our own borders, or between nations, at reduced rates, is in the interest of all. That is the true underlying economic principle and it is the view which those men will take when it occurs to them that perhaps they are taking a selfish or provincial view of the matter. It will be the duty of the organization which you are about to form, as it is of the organization we have in the States, to see that this great fundamental principle of economics is carried out. Anything that tends to freedom of movement and lowering the cost is in the interest of all.

Now, I take it you will be interested in just what our organization is, and I am going to just make an informal narrative of how we are hooked up, to use a slang expression.

How the Americans Have Organized:—

In the first place, we are an association of States, — membership by States; that, in our country, is unique. There are now fifteen States which are members. It begins at the East with Ohio and coming West, Indiana, Illinois, Iowa, Michigan, Wisconsin, Minnesota, North and South Dakota, Idaho, Utah, Wyoming, Colorado and Nebraska, etc. That represents more than one-third of the area and population of the United States and produces 70% of her raw material and foodstuffs. The Governor of each State is ex-officio member of the Council of States which is the Council giving general direction to the activities of the organization.

How the American Association is Financed:—

There are in addition, two Vice-Presidents from each State appointed by the Government in co-operation with the civic bodies. These Vice-Presidents become members of the Council of States, and upon them falls the active duties of the organization. Most of the propaganda in each State is carried on by the civic organization to which they delegate it. The Executive Committee is one that gets together more frequently, carrying out the wishes and general purposes of the Council of States. The money that is financing our organization is appropriated by the States. This money is appropriated by only a few, as they cannot spread it around; there would be too much money. That seems to be rather a minor problem, getting the money, but there is a great deal of inertia to overcome. There is a tremendous territory to go to. I just returned a week ago from making a trip. I travelled five thousand miles; saw the Governors of eight States; presented the subject to nineteen groups of business men and three State Universities. Everywhere it was all right; but you must get the message to them, and translate the question into the economics of their situation.

What matters is bringing it to their attention. We find, as I suppose you will here, people are very busy making a good deal of money. Go to a busy man who cannot fill his orders; try to talk to him about a cheaper way of getting to a market, and he does not care about the market, as he can sell his goods anyway; but this is only temporary; direct his attention to the fact that he had better be a little more forward-looking; better think about the future; better go forward two years, possibly three — I would say four — two anyway, — and think about what is going to happen to competition, — Argentine grown wheat, and manufactures from the other side — and then where will we stand? It can be done, but it requires

work, and it requires consistent effort. Consistent plugging; never let it die one minute.

Farmers Would Save at Least Five Cents on a Bushel of Grain

Now, as I say, we have fifteen States representing a very large part of the United States and a very heavy part of the productive area, — I mean the production of raw materials. Those countries must get to the market, this great Western country that produces so much, — and, if we are going to do our part and get our share in the great world trade, we are going to have to bring the sea to our door. I told the people out in Montana that it would put them (in point of transportation cost) two thousand miles nearer to the world's markets, and you can prove it: — Go back to 1916 — it then cost 14 to 15 cents to get a bushel of wheat from Duluth to Liverpool. $7\frac{1}{2}c$ carried it 4800 miles and $7\frac{1}{2}c$ transferred it twice and carried it about 300. Analyze those figures and you see that Montana, your Saskatchewan, all that western country, would save more than 5c a bushel on the old basis and I don't know how much more under future conditions.

Rail and Water Co-operation Henceforth; Day of Competition Now Past

The railroads are inadequate. Present facilities are inadequate; present facilities and all that the railroads in our country are likely to be able to do in the way of increasing their facilities won't make up the arrears of fifteen years; won't take care of present demands, to say nothing about the great growth which ought to take place. What's the use of raising stuff, if we can't get it to market? Brig.-Gen. Taylor of our Engineering Forces, told me some months ago that if the war had continued another year, our breaking point would have been a matter of railroads and fuel. We must relieve the railroads. Furthermore, the railroads should not oppose this. I do not believe they will, because I think it is a fact — and I have a good deal of data to support this statement — that if the railroads carry the bulk commodities to the nearest waterway and then devote their equipment to carrying it to the nearest point; and then use their rails, equipment and wear out their rolling stock only in carrying the higher-priced commodities on which they can make a profit, railroads would show better balance sheets than they show now.

Rail Transportation Ten Times Dearer Than Water.

Gentlemen, let us sum it up this way; let us in the future, lay down this as our law, as to railroads and waterways: A programme of constructive co-operation and not destructive competition. Our Interstate Commerce Commission in some investigations it made some two years ago on the actual cost of moving a ton a mile showed a ratio of one to ten, — a hundred miles of rail to a thousand miles of water

Whole Great Project Could Be Completed in Five Years!

Now, this West needs a way to the sea to give rein to its development; and, gentlemen, to give it an economic footing as we go back to competition. This thing is going to be done. There is no question about it. The only question is, when? I am asked that question very often; my answer is this: If we do it on the basis that the American Expeditionary Forces built terminals and did work over in France, it would just take us about thirteen months! (Applause). We must regard it as an emergency. On the other hand, it might take the International Joint Commission nineteen months to tell us how to do it. It would not be economical to do it in thirteen months, but it can be done in five years, and done economically. (Applause). That means this: A continuous, unremitting force behind the

project and a well-informed, unified public opinion. It must be an intelligent public opinion, or it is not worth anything. Mere effervescence won't go. We must have an intelligent conception of what we want and why we want it; and we can do it in five years. If we do it intermittently and go back in six months and see what's happened to it, it will be done in about twelve years. If we let it alone, the Government will do it themselves in twenty-five. (Laughter). Impress upon the two Governments that it must be done to keep their peoples alive. It is not the function of a Government to promote these things. It is the function of a Government to rise to the economic needs of their people. (Applause). How is the Government to know whether this is a real need or not! How is it going to know without making a study of the problem and working it out?

The Return Load Factor

Speaking to about four hundred people — men from down in Wyoming — they irrigated some land and have experts there who have been teaching them how to raise potatoes, — a marvellous plan that got the whole country going. Their problem is one of transportation. The freight rate on these potatoes to Chicago is 79½¢ per bushel. The freight rate to Duluth would be 48¢; Chicago is about the Eastern limit to which they can ship. On the sea-coast, if they want potatoes, they go four thousand miles away to get them. Why? Transportation is cheaper. If you can get to Duluth for 48¢ you can get to Europe for the same price as you can to Chicago. Now, that is one of the opportunities lying fallow below the horizon.

My technical friends are always basing figures on what is happening or has happened; but we want to look ahead. You can reason and try and dig up these commodities that do not move now, but would move. Now we talk about the return load factor; we know that if a boat goes back empty, there is a loss, and this must be taken care of. I tried to get our friends, the Boston Chamber of Commerce, interested; they opposed this project; and I said I was very sorry they would not join us. I asked for figures from their Traffic man, in order that we might not be unfair. How many tons of commodities, manufactured goods are you producing that find a market West of Lake Erie, and within thirty miles or twenty-five miles of any of your waterways where a medium-sized boat can dock? Tell me how they now move; the quantity; how much for land haul; how much for terminal cost, and if they transfer to other railways, or to water, what that is; and just give me those figures in order that we may see? They are handling freight on Great Lakes just the way they did years ago; have not modernized it. Asked, have you any commodities, coal, iron ore and wheat? "Haven't got the figures out yet," said the President, but the more I look into it, the more I see it is a good thing for Boston. All manufactured products go West by rail. We have got to meet that freight rate." The first shot of a man's judgment is not always the best one. He is still working on that problem. Probably Boston will find that in order to hold her trade in the West, in order to save herself from duplicating factories in the West to supply Western trade, she will have to come in with us. It gets us back to that old principle that anything that will tend to facilitate and make easy the flow of commodities between people, and at a low cost, is in the interest of all, (hear, hear). These are some of the things we've got to meet.

The Project Will Not Wait; It is Upon The Emergency List

Gentlemen, let us get this on the emergency list. This is an emergency, and the two Governments ought to take judicial notice of that fact, and if they don't, let us serve notice on them with a loud voice. This is an emergency because of the railway situation that cannot be

remedied in the nature of things. It is an emergency because of the need of power. It will save 36,000,000 tons of coal a year. We need that way to the sea, not only to increase facilities for transportation, but we need it as an alternative way. We need two ways, if the railways break down, so that our whole communication is not shut off entirely. That great North American Mediterranean, is a safety cable, an additional way, a different way, an alternate way, so that if conditions that surround one class of transportation render it useless, the other one is open. Do not have two of a kind, so that if one is gone both are gone. It is also an emergency because of the economic life of the Western countries

"Without Vision the People Perish —"

I hope that when this organization gets together it may start out at the point where we now are in the States. We have gotten past the question of its being done; past the question of whether it is desirable; past the question of whether we are capable of doing it; both of these two great Governments have expressed a willingness and a desire to co-operate. That's something. They have done that not by talk, but by act. They have generously said that this is a common purpose; we will do it jointly, and they have referred it to the International Tribunal created for that purpose. Let this organization attack it as an emergency as it is; let us impress upon everybody that this is an emergency. Three years roll around mighty quick and the pinch will come. The time when the high cost of getting to market will reach us before we have the route around the mound. Let us be forward. Let us raise our eyes and let us look out two, three years ahead, and let us look forward to the development of this great country that lies here in the West. Why, your country has not got started yet! Think of all the possibilities that lie before us, then why hesitate about doing something that is absolutely self-financing! Get the idea that we are going to put it on the emergency list. Washington is going to hear of it. There are fifteen States that will back it up.

Desirability of a Joint Canadian and American Committee

In our Articles of Association adopted last February, we have one paragraph that provides that the Executive Committee of the Great Lakes-St. Lawrence Tidewater Association shall, when occasion offers, appoint a committee from that organization to co-operate with a like committee from like organization or organizations in Canada, to be known as the Co-ordinating or International Committee, that shall co-ordinate the efforts of the two countries so that there may be no pulling at cross purposes. It must be like a tug-of-war, all pulling straight. Now, if it seems good to your organization, provide for such a committee—three or five as you may see fit — and let us have a committee whose business it will be to see that there can be no gaps between us as we move, because this is where the crack occurs that the opposition will insert the wedge to split us. Let us move straight along, pulling one way; understand how to move; understand just what we want, just how we are going about it, and we will see this completed inside of five years, and it will be just two years after the shoe pinches. And, when that is done we shall have hastened by a generation the time when your country and my country shall each come into its own by our common efforts for a common purpose.

At the conclusion of his address, Mr. Craig received a remarkable ovation.

The Chairman then called upon R. J. Maclean, Detroit, Executive Board, Atlantic Deepwater Waterways Association, Etc.

Second Speaker:

Mr. McLean's Address: -

"Unity of opinion," I believe, was the expression used by Mr. Craig. It made a deep impression on me. If I were on the programme to-morrow in place of Mr. Fleming, I believe I would take that as my text. Unified public opinion is what our legislators will need; and what we want.

Futility of Unorganized Effort

I will confine my remarks to what I believe the Chairman wants me to talk about: -- Organization of Atlantic Deeper Waterways Association. The Association was organized about fifteen or sixteen years ago. It started something in this way: The Wilmington Board of Trade of which I was President at the time, was very much interested in the deepening of a canal that connects Delaware Bay with the Chesapeake Bay. That canal has been open for many years, and has been owned by a private party. You can go through with barges and small boats. We had worked for years to try to get the Government to open and deepen that canal so that the larger ships could go through. Now, some of you have been to Ottawa as delegates; and have tried to get officials to do what you wanted them to do; and so I remember on one occasion I was a member of a delegation from our Board of Trade which went down to Washington to get the Government to open this canal to the larger ships. We called first of all on the Secretary of War, and thought we were getting along nicely. I had told our Secretary to get ready for a first-page story for our morning paper; everything looked fine; they took us to the office of the United States Engineer and then suddenly left us. The Secretary of War said he had urgent business and had to go back to his office, so we were turned over to the United States Engineer. One member told the Engineer what we wanted. "Gentlemen," he said, "in regard to that canal being opened for military purposes, if we ever desire to open that canal for military purposes, it will be done, whether you gentlemen want it open or not." (Laughter). Our interview was ended, and the first-page story never appeared. We went back to Wilmington and thought the matter over, and said, "Gentlemen, we are not big enough to get what we want from the United States Government." Therefore, we organized the Atlantic Deeper Waterways Association, which represents every City on the Atlantic coast of the United States. The first meeting was held in the City of Philadelphia. We did not have a meeting any more than half the size of this splendid meeting here to-night; but, it was a start. Next year we held a Conference at which 600 were present. We talked to the Government of the United States not as the Wilmington Board of Trade, but as a national body.

Forcefulness of Proper Organization

Regarding how the organization started, -- first of all we elected as President a Member of Congress, now Mayor of the City of Philadelphia. We elected him because he was in Congress and could talk for us. Each State was given a Vice-President and a Director-at-Large; The State of Delaware elected to the Board of Directors of this Association a Congressman, and I was elected because I was President of an organization consisting of 750 business men of the City of Wilmington, the idea being that our Congressmen could speak for our Association; and the idea being that I could speak to the Councils of the Association for the City of Wilmington. These things may be of interest when you effect your own organization, -- a man from each State to speak to Congress and a man from each City to speak in the Councils of the Association itself. Now, as soon as that association had been organized, we accomplished great things. We called attention first of all to the Cape Cod Canal. At that time grass was growing along its banks and down to the bottom of the canal. The

railway man decided he did not want it put into operation. To come from Boston to New York, you have to go away out to the Ocean, — it's only a short way from Boston to New York if you can go through this Cape Cod Canal. I believe the Government of the United States has taken over the canal. This was due to the influence of Deeper Waterways' Association. In that way you pass down that Bay to the City of Baltimore, the idea being that you can leave Boston in a boat and go to Duluth without going out into the Ocean.

The Association of which I was formerly a member, has got together the public sentiment of all those States; and now, when we want to talk to the United States Government, we have the opinion of all the States and not simply one Board. Trade as we had originally.

There was just one thing on this program that particularly interested me, and that is this idea of yours to organize an Inland Waterways Association, and I trust this meeting will not adjourn to-morrow until you have effected a very strong organization to develop the waterways of your country. I want to tell you about a former speaker of the House. He said to me one day: "I'm in favor of that proposition of yours, and I voted for it, and I want you to go to Illinois among the farmers I represent, and convince them that it is a good thing; they knew nothing about waterways." Your Association will find it is well to go out into the country among your farmers so as to convince them that it is as well for them as for you to have improved waterway transportation.

The Chairman then called upon Hon. Frank Keefer, K.C., M.P., Port Arthur, Parliamentary Under-Secretary of State for External Affairs, Ottawa.

Hon. Mr. Keefer's Address:

Your Chairman in his opening remarks stated that this district, and he among others, are going to put one over. He certainly, in calling upon me to speak, is putting one over on me tonight, because I came here in no official capacity. I came to listen and to learn, and it was only, I suppose, because the gentleman who was to have spoken did not arrive, that I was asked to speak — to fill in.

I always try to back up my friend from Duluth, Mr. Craig, to whom I want to tell you, you owe a great deal in this matter. You talk about inertia of Governments; I do not think that the inertia of the Governments could possibly have been overcome as soon as it has been but for Mr. Craig. He (Mr. Craig) came down to see me at Ottawa to get facts; he stayed two or three days, and after that I could not keep pace with his correspondence. He is after everybody, and he will be after you. And that is exactly what you want. You must have somebody detailed off to attend to this matter, and Craig is certainly attending to it on his side of the lake to such an extent that he is going up to those farmers in Illinois that have been previously mentioned, and showing them how much they are going to profit by having a deep sea navigation channel to tidewater, and they are heart and soul for it.

Farmers Favor the Project.

Every farmer in the Canadian House of Commons today is in favor of doing everything that can be done to reduce the cost of transportation and build improved waterways. You need not be afraid of the Canadian farmers.

Governments Are Merely Agents of the People.

Mr. Craig says the whole problem is, when? This is all going to depend upon you. Just as my friend from Winnipeg says and just as Mr. Craig says, the Governments are merely our agents to act, and they

have a habit, unfortunately, of working on the line of least resistance. The railroads have been pressing them with the result in Canada that we are over-built as to Railways. Our waterways have not been pressed on as they should.

What International Joint Commission is Doing.

Here is the state of affairs today; I can speak to you as to what has been done, but cannot say as to what will be done. The United States, at the request of Mr. Craig, sent in a communication to the Ottawa Government asking them if they would take up the question of referring to the International Joint Commission, the improvement of the St. Lawrence between Lake Ontario and Montreal. The Ottawa Government, when they received that communication, sent back word: Yes, we will do so, and suggested to the Washington Government that they appoint somebody to represent the United States and to prepare a report as to what should be submitted. United States promptly came back that they had appointed a certain gentleman of the War Office - Colonel, now General C. Keller, and the Ottawa Government then had to appoint theirs, in the person of Mr. W. J. Stewart, the Dominion Hydrographer. These gentlemen have met three times already, and have come to some definite conclusions as to what to recommend to the respective Governments. Both Governments will act upon these, provided somebody is pressing them along. It will then be referred to the International Joint Commission; the engineers will then have to get busy; will have to find out what they can; report and recommend to the Commission for them in turn to make a joint report to their respective Governments - whether to canalize River or to carry lateral canals, etc., etc. All different problems will be considered by that body of engineers.

The International Joint Commission in turn, will doubtless report to both the Governments. But, whilst the engineers are at work, this Commission ought to add will, if you keep pressing them to do so, be holding sittings not only here and in Detroit, Port Arthur, Fort William, and at the different important points in the West of Canada, and the United States, to find out whether this thing is worth the candle; what is going to be the benefit of it, etc. You, and such places ought to be able to, and will be able to show them what your natural and manufactured products are; where the market is, etc. Who is going to do that? The Government! Certainly not.

Make Representations Through International Joint Commission

When you who are interested in this matter and build up such a case through the International Joint Commission, showing that the merits are so outstanding and they recommend that such and such be done, then it is up to the Governments (with representative organizations on both sides urging them) to adopt the report and to put it into action.

I believe, even now, the canal will never be built in time to take care of the increasing production. Is there a country in the world that is so peculiarly situated as the land that surrounds both sides of the Lakes and connecting Rivers from Lake Superior down to Montreal? On one side of the lake, natural resources, etc. and a large population, and on the other side, both barely touched. Up to now the United States themselves, who through the greater population are more benefited, have not realized, in my judgment, the great importance of that great highway. They, like ourselves, have been so interested in the railroad question.

The railroad corporations heretofore have been selfish; they did not want to see these ports built up to handle business by water; it is a

selfish, short-sighted policy. In the long run they will realize that by working together, they will do more business.

The Waterway - A Common Highway

Canada is building about sixty ships to move trade in Canada in conjunction with her railways. The Prince of Wales within the last thirty days launched at Port Arthur at the head of the unsalted sea, at Lake Superior, a salt water ship. These and other matters are outstanding facts. What hearlag have they on this problem? This highway is a common highway; the United States have the same rights in it as Canada has. The United States Government has the free use of the St. Lawrence River by the Ashburton and other Treaties and, by reciprocal arrangements, the free use of canals. Is there any reason why boats should not navigate from Boston, Philadelphia and anywhere else, and unload at the wharves of Detroit or Windsor? A boat has a habit of carrying her freight as far as she can.

Whore Bulk Freight is Broken Cities Spring Up.

What is the history of the growth of all the large cities of the world? What makes them grow? Some have local factors, viz: some manufacturing; some educational. I often wonder what was the matter with Toronto; a good wholesale point, but it used to be a matter of much amusement to some of us in the West that the City of Toronto would for example, let a cargo of coal be wrecked outside the Island, because there was not enough depth of water then at the entrance of the harbor to come inside. She was then asleep at the switch. Toronto is not asleep now. Why is she spending millions in developing her harbor as Mr. Cousins showed us to-day? Is it to take in the wheat from the Northwest? No, it is to send out exports and receive in the imports (applause). Why should that be practicable to Toronto only? The history of the growth of every large place is, in addition to its local advantages, the breaking of bulk of freight in transportation. Vessels could not get into Toronto heretofore. What made New York, London, Antwerp grow? When a vessel comes in you have to take something out. Wherever you can handle out of the water to the rail or vice versa your place will have an additional factor of growth which it did not have before (applause).

The question, to me, is not what to say, but it is more a question of what not to say. Though I am very much interested, I cannot speak as freely as I would like to; I want to tell you frankly it is all up to ourselves. The organization that is behind Mr. Craig is progressive and up-to-date; what are you going to do with your Government to see that this progressiveness does not stop?

A Marvellous Natural Hydraulic Power Scheme.

Mr. Craig made a slight reference to power. We want to be prepared to bring before the Commission the benefits to be derived from the power end of this problem. The drop from Lake Ontario is about 227 feet. With the Great Lakes at different elevations controlled at the River outlets, by the Creator, we have constructed by Jehovah a wonderful hydraulic scheme. There never was such a power proposition anywhere. The problem need not depend upon navigation only; it would pay alone for power. You have power and canal and navigation benefits. Modern engineering now says that power can easily be transmitted 500 miles without much loss on account of the improvements made in transmitting electricity. If that be so, why should the waters of the Long Sault in the St. Lawrence not be used here in Detroit and Windsor? They are international there, why not here?

As to the benefits to transportation, time is pressing; it is a matter of emergency. It is the natural route. The United States have an equal

right with us. Why not use it more, and at once, and thus relieve congestion.

I do hope that when you take hold of the matter you will see to it that you form your organization with a very live wire at its head. Form a central organization for the Province of Ontario. Let the Province of Ontario see to it that all her cities are awakened to the possibilities of this movement.

Mr. Craig said that we should look forward; I believe in that. We have just come through a great crisis. It reminds me of the children of Israel in their trial, with the Egyptians pursuing after them and the Red Sea in front. We also are in difficult times - times of unrest.

Jehovah said then to their leader: "Speak unto the Children of Israel that they go forward." Let us likewise go forward.

The Chairman having duly thanked the speakers, the Conference then adjourned until 9.30 A. M., the following day.

9.30 A. M. Wednesday 10th Nov., 1919:

The session re-opened in the hall of the Essex Border Utilities Commission in order to give the House Committee an opportunity to prepare for the 12.30 Luncheon at the dining room of the Chamber.

The Chairman, Mr. F. A. Nancekivell, opened the meeting with a few suitable remarks, making a particular point of emphasizing that development of our inland waterways was, as Mr. Craig had pointed out, a matter of real emergency. It was consequently suggested that a permanent Canadian Inland Waterways Association be forthwith organized for the purpose of pushing the project. He then called upon O. E. Fleming, K.C., Windsor, to lead the discussion as to the advisability of forming such Association.

Mr. Fleming's Remarks:

In a clear, incisive and compelling manner, Mr. Fleming touched first upon the wisdom of co-operating toward the common advantage of communities, and indicated that, in this great international Waterways proposition, the widest co-operation was imperative to achievement. He felt that such co-operation should find its focus in a strong organization capable of bringing forcefully to the Government the urgent necessity for the earliest possible development of our waterways. Such organization could, in addition, co-operate to mutual advantage with the similar body in the United States, of which Mr. Craig was the moving spirit. He mentioned that these Municipalities were now working on a bill empowering the appointment of a local Harbor Commission, with powers somewhat similar to those enjoyed by Toronto and Hamilton. The deepening of the waterways for ocean shipping was now inevitable, and the Border Cities intend to be ready when that time came. In conclusion, he referred to the inspiration and educational value of yesterday's addresses, all of which seemed to point in the most unmistakable manner to the necessity for the proposed organization.

Mr. Simmers' Remarks:

Mr. Simmers ably supported the views of Mr. Fleming. This representative gathering, he said, was making history. For years, he had dreamt of just such a gathering which would indicate the general degree of interest necessary to progress on the vitally important proposition of inland water transportation. He believed that now was the right moment for the organization of the suggested Association. Inland points should follow Toronto's example by preparing for the

proper and expeditious handling of ocean traffic that would certainly come in whenever permitted by the deepening of the St. Lawrence Waterways. He urged that any Association which it might be decided to form, would be national in character, and should have as its one, specific object the employment of every businesslike effort to induce Canada and the United States to precipitate the completion of the whole waterways improvements. No Canadian Association of the kind now existed, although in the United States, The Great Lakes-St. Lawrence Tide Water Association had existed for some time and had done splendid work under the able guidance of Mr. Craig. Probably, we should expect some opposition to the great scheme in question; but, such need not worry us seriously. He urged that we immediately organize, and predicted that, did we now do so, work upon the great project would soon be well under way.

Mr. N. S. Cornell, Port Stanley:

This speaker stated that the older East did not grudge the newer peoples of the West more or less unstinted expenditures for necessary developments, and, knowing the West, he did not believe it would begrudge the parent East in a similar sense. However, we would get nothing unless we were thoroughly united. In this direction, he emphasized the fact that the spirit of unity and the inclination toward unity were stronger in Canada now than ever in the past. Today, people seemed to realize that our national exigencies demanded the subserving of selfish interests to the welfare of the community as a whole. He heartily approved of the immediate formation of the proposed Association.

Mr. M. M. Maxwell, Chatham:

Mr. Maxwell believed that this Conference was more than making history. — It was actually making national life in striving to precipitate the establishment of deepwater transportation between the West and the Atlantic Seaboard. In his opinion, a wide and enthusiastic public support of this project was essential and could best be secured through the organized effort of an Association such as proposed and of which he was strongly in favor. Our educational propaganda should not be confined to points along or adjacent to the Waterways, but should extend throughout Canada, and particularly, among the farmers who were close students of public affairs and whose influence was now of highest importance.

Major A. C. Lewis, Toronto:

Major Lewis said that, judging from the remarks of all who had spoken since the opening of the Conference, it was now certain that the desire for the formation of an Association was unanimous. If he was correct in this, — then, the next step would be to proceed with organization involving the appointment of a President, Vice-Presidents and a Board of Directors, — one Director for each Municipality represented. A permanent Secretary would be necessary to carry on the work, and to conduct an energetic propaganda throughout the country for the next six months at least. This official would also require to collect all possible data with regard to the whole Great Waterways, and otherwise equip himself for the work undertaken. After the first few months, there would be no difficulty in securing ample finances, and, in his opinion, \$25,000 to \$30,000 per annum should be expended upon the effort. This sum could be raised by a pro-rata assessment of Municipalities. However, that was a matter for subsequent consideration. Meantime, he would suggest that a Com-

mittee on Resolutions be immediately appointed. He therefore moved that such Committee be immediately appointed by the Chairman. Seconded Mr. Maxwell and carried. The Chairman thereupon appointed the following gentlemen:—

Resolution Committee:

E. L. Cousins; Major Lewis; W. M. Oerman; Alex. Simms; O. E. Fleming; E. S. Little, with C. P. Craig in an advisory capacity.

These gentlemen then retired.

Resolution to Organize:

It was moved Mr. Maxwell, of Chatham, seconded Mr. Bowden, of Goderich, THAT THE DELEGATES FROM THE VARIOUS MUNICIPALITIES REPRESENTED AT THIS CONFERENCE DO NOW FORM AN ORGANIZATION HAVING AS ITS OBJECT, THE DEVELOPMENT OF THE GREAT WATERWAYS. Carried unanimously.

Mr. Bowden, Goderich:

This gentleman suggested that, at the outset, it was probably all right to look for our finances to the Municipalities; but, later, we should aim at Provincial Government support, involving not merely the eastern provinces, but also the Prairie Provinces of Manitoba, Saskatchewan and Alberta. This, after the whole proposition had been placed intelligently and forcefully before the farmers, manufacturers and every other section of the community throughout the entire country. In this connection, our propagandists should be directed along definite lines.

Mr. Saunders of Goderich:

Mr. Saunders enquired as to whether anything had been done to interest in our project, points in the territory between Montreal and Halifax, inclusive. The Chairman replied that no points so far east as Montreal had been approached. It was felt best to thoroughly interest first the people further West who would be so obviously benefitted by the development of the Waterways, and thereafter, at the opportune moment, extend our efforts to the further East. He did not anticipate that there would be any marked or serious opposition from Montreal or other further eastern centres.

Mr. Maxwell:

It was suggested by Mr. Maxwell that, in our Constitution and By-laws, the door should be left wide open for the later inclusion of these further eastern points.

Mr. R. J. Maclean, Detroit:

This gentleman urged the importance of creating the most widespread and favorable interest in our object. He emphasized that a vote from B. C., was as important in the Dominion House as was one from Ontario. He spoke from experience in this matter. He suggested that the Annual Conference of the Association should be a moveable feast, and should be held both at eastern and western centres, such conference possessing an educational influence which could scarcely be overestimated.

Mr. N. S. Corneli, Port Stanley:

Mr. N. S. Corneli, coincided with Mr. MacLean, and impressed the advisability of our organization being thoroughly national.

Mr. Burgoyne, St. Catharines:

Mr. Burgoyne thought that we should not aim at the outset for too large an organization. We should rather commence with our friends in Ontario and the West, and in this way, make some progress at the next session of Parliament (thus saving a year's time).

Mr. Maxwell:

In the opinion of this gentleman, the Association should not confine its scope merely to the Great Waterways; but, later, should continue working toward the proper power and transport development of other important waterways throughout the Dominion. Our programme should be proceeded with plank by plank, each plank receiving attention in turn and according to urgency.

Mr. Burgoyne:

In answer to an enquiry, Mr. Burgoyne, while of the opinion that it would be inexpedient to ask, at this late hour, that the Associated Boards of Trade, which would meet in Toronto, 21st and 22nd inst. would consider and endorse the objects of the Association, reminded the meeting that the Associated Boards actually came into existence for the purpose of urging Welland Canal development. Therefore, it seemed safe to assume that no opposition to our aims need be feared from that quarter.

Mr. Bowden, Goderich:

Mr. Bowden thought that we should not be in too great a hurry, neither should we be too optimistic. In his opinion, we should not go to the Government until we know actually just what we want and are prepared to submit a case in favor thereof which could not be intelligently rejected.

Resolutions Committee:

The Resolutions Committee, having completed its session, then re-joined the Conference; and W. M. German, Chairman of the Committee, called upon Major Lewis, to read the resolutions prepared, which were dealt with as follows:

Name of Association:

It was unanimously decided to name the Association "Canadian Deep Waterways and Power Association."

Officers:

On the recommendation of the Resolution Committee, it was moved by Mr. C. A. Cromwell, Port Stanley, seconded by Mr. Saunders, of Goderich, and unanimously carried, that the following officers be duly elected:

Honorary President: W. M. German, K. C., Welland.

Honorary Vice-Presidents: Sir Adam Beck, London
Mayor T. L. Church, Toronto.

President: O. E. Fleming, K. C., Windsor.

Five Vice-Presidents -- one representing each of the following places:--

Winnipeg, Man.

Fort William, Ont., -- Mr. George A. Graham.

Hamilton, -- Mr. George J. Guy, Chairman of Hamilton Harbor Commission.

Toronto, -- Mr. E. L. Cousias, Toronto Harbor Commission.

Others to be added at the discretion of the Executive Committee.

Honorary Secretary-Treasurer, F. Maclure Sclanders, F. R. G. S.
Secretary - a paid official to be selected and salary fixed by
Executive Committee.

Headquarters - Present Headquarters to be in the Border
Cities.

Directorate:

The Directorate to be composed of a representative from each
each Municipality which becomes a member of the Association. It
is recommended that one representative be selected by the repre-
sentatives of each Municipality present to serve on the Directorate
until he or his successor is permanently appointed. Also that the
Grain Growers' Associations; the Live Stock Association, The United
Farmers of Ontario, and any other organization which may join the
Association, be invited to appoint a Director..

Executive:

The Executive Committee to consist of:

The President.

The Vice-Presidents.

The Hon. Secretary-Treasurer.

Five Directors to be elected by the Directorate; six to con-
stitute a quorum.

Note:

At the unanimous request of the meeting, the Hon. Secy-Treas.
F. Maclure Sclanders, was added to the Executive as above; his
name not having been included in the Executive by the Resolutions
Committee.

Further Resolutions which were all carried unanimously:

1. Resolution re the objects of the Association.
2. Resolution urging for international action toward improve-
ment of St. Lawrence waterways, etc.
3. Resolution re financing the Association.
4. Resolution thanking the Great Lakes-St. Lawrence Tide-
water Association, and tendering co-operation, etc.

Copies of these resolutions included at end of this report.

St. Catharines' Representative:

Mr. Burgoyne agreed to act as representative upon the
Directorate for St. Catharines.

Election of other Directors:

It was moved Mr. Maxwell, seconded Mr. Bowden and carried
that in the case of more than one delegate from any Municipality
being present at the Conference, such delegates from one Municipality
should decide between themselves which shall be selected as a Director
of the Association; and that in the case of a Municipality being re-
presented at the Conference by but one delegate, such delegate shall
be elected to represent his municipality upon the Directorate of the
Association.

Meeting then adjourned for Luncheon at the Border Chamber
of Commerce.

Chamber of Commerce Luncheon - Wednesday, 19th November, 12.30.

There was a very large representative gathering at this function
at which Sir Adam Beck was speaker. President A. F. Healy,
occupied the Chair.

Sir Adam Beck was introduced by President Healy of the Chamber of Commerce as the greatest living demonstration in Canada of what a great movement can be made, when it has a leader who is an absolutely fearless man.

Sir Adam Beck's Address: -

Sir Adam spoke at some considerable length, tracing from its inception, the history of the Ontario Hydro-Electric development. His remarks were of unusual interest as the following summary thereof will convey:

Sir Adam Beck Relates Waterways To Power

In opening his address, Sir Adam Beck, referred to the waterways question as one of paramount importance today. It was gratifying to find present at so important a conference so representative a body from so many parts of the United States and Canada. He was to speak, he said, on the waterways question as it might be related to the question of power development.

Sixty per cent of all the shells used by the British armies in the Great War had been manufactured in Ontario through the advantages made possible by the use of hydro power, said Sir Adam. By means of deepening the Welland Canal from 25 to 30 feet and deepening the St. Lawrence at one to two points, 90 per cent of all ocean going vessels in the world would be able to traverse the Great Lakes freely.

He had asked the minister of canals why the Welland Canal was to be deepened first instead of opening the St. Lawrence to the commerce of Lake Ontario. The minister had replied that by deepening the Welland Canal, popular demand would be developed which would force succeeding governments to deepen the St. Lawrence and complete the route for ocean traffic. All canals in construction in Ontario are practically under control of the hydro power commission. Dams in the St. Lawrence are essential if for no other reason than to develop power needed to supply the ever increasing demands of the people of Ontario.

The power possibilities of the St. Lawrence were unexceeded anywhere. For four years, the hydro power commission had had a skilled staff of engineers and investigators, in constant research and investigation, collecting information and data regarding the possibilities of this development and their reports would be available in about four weeks time.

At Cedar Rapids from 160,000 to 180,000 horsepower could be developed. It was advisable to deepen the St. Lawrence at this point, or the power development would be imperilled. At Morrisburg and the Long Sault rapids, perhaps a million horse power could be developed. Two million horsepower could be developed from the waters of Lake Ontario, and probably two million more between the border of Ontario and Montreal.

Ontario's Water Power Property of People.

Five million horsepower was the total available power for development in Ontario. The objective at this time was 2,500,000 horsepower. Whatever attitude might be taken by the Dominion government or the American government towards the development of hydro power, he could say that the water power of Ontario would belong to the people of Ontario for all time to come. The coal consumption per annum that could be saved was 100,000,000 tons.

When hydro power was first introduced, it was thought that it would be difficult to market 10,000 horsepower, but in nine years the amount used by 248 municipalities in Ontario had increased to 365,000 horse-

power. It would be not long before the whole 2,500,000 horsepower of the proposed development would be in use.

Lloyd George in a recent speech had said that electricity should be available to the humblest cottager. The promoters of hydro power in Ontario had said this 17 years ago. Lloyd George had also said that transportation was essential to future prosperity, essential to victory in peace as in war. He had said that in England 55,000,000 tons of coal a year might be saved by establishing five large central generating stations and using the coal to generate electricity.

Transportation was essential to the success of agriculture in the western states and provinces. The United States commission of conservation had estimated that 100 years was the maximum time that the coal fields of the United States might be expected to last. The conservation of coal, the deepening of canals and the generation of electricity were all bound up in one question.

Figures Show Economy of Scheme

For the whole Great Lakes-St. Lawrence development scheme not much more than \$100,000,000 would be required. To carry the coal used in this territory 285,000 cars were required. By building one dam and deepening a waterway to 30 feet, half a million carloads of coal would be saved by the power developed for Ontario and New York.

The building of the Morrisburg dam would make possible the control of the levels of Lake Ontario, with a regulation of from two to four feet. It would also increase the depth of Montreal harbor from two to three feet, while now at certain times of the year vessels cannot dock at Montreal for lack of six additional inches of water.

Remedial works would also increase the levels of Lake Erie from two to three feet and 50,000 second feet would be gained without impairing the scenic beauty of Niagara Falls. On the American side 20,000 second feet would be gained. It was difficult to understand why so much opposition to increase power development at Niagara Falls was engendered.

Sir Adam made a vigorous protest against the imposition by the Dominion government of a tax of 42½ per cent on machinery and equipment imported for hydro power development. "I am not first a protectionist," said Sir Adam. "I am first of all a Canadian." Hundreds of thousands of dollars are taken out of our country in valuable minerals, but the mining interests get all their mining machinery in free," continued Sir Adam.

Reference was made to the over-capitalization of United States power companies. The Niagara Falls Power Company, a merger of two other companies, is capitalized at \$75,000,000 and the maximum of its power development is 400,000 horsepower. The Chippewa power development scheme will give 50,000 more horsepower than the total development on the United States side, said Sir Adam.

Demand For Hydro Increased Since War

It had been said that the war industries which were provided with hydro power to the deprivation of other industries would mean empty factories after the war. But, said Sir Adam, the consumption of power at the close of the war, 300,000 horsepower, had since increased to 365,000, and the industries formerly using 85,000 horsepower in war industries, were still using just as much power in manufacturing commodities of peace.

The Ontario power engineers have got 305 feet of head from a difference in the levels of Lakes Erie and Ontario of 324 feet. Only 19 feet are lost. Sir Adam paid a glowing tribute to the young engineers, graduates of Canadian universities, who had worked out the hydro development plans.

At present Ontario has a hydro power investment of \$100,000,000. In the next five years it will have \$228,000,000 invested. Two hundred and forty municipalities had already received back and placed in reserve funds 25 per cent of the total cost of their investment. Sault Ste. Marie, the home of the ex-prime minister was the only city in Ontario where hydro power was not available.

If the Border Cities vote to take over the Sandwich, Windsor and Amherstburg railway, hydro power would not have a rival left anywhere it has entered. It has taken over by friendly negotiation on a fair basis 84 corporations.

He wanted Hon. Frank Keefer to go back to Ottawa and tell the government there would be no let up in agitation until the remission of duties on machinery for hydro development was granted.

He felt that the conference had some bone of contention with the city of Chicago for diverting water from the Great Lakes for sanitary purposes and incidentally power development. Europe deals with sewerage in other ways. Every inch of water diverted from its natural course in the Great Lakes means thousands of less tonnage that the lake steamers can carry. Diversion of this water was wrong, and he believed that the United States Government would see that there would be no further diversion of water.

Referring to the cheapness of power in Ontario, Sir Adam said the average monthly hydro bill of 58,000 consumers in Toronto was 89 cents. Toronto consumers got electricity at two cents per kilowatt while Buffalo consumers paid six cents per kilowatt.

Confers nt Capital Re Waterways

Sir Adam stated that he had an appointment in Washington for Friday in connection with the St. Lawrence power development question.

A vote of appreciation to Sir Adam was moved by M. M. Maxwell, of Chatham, and seconded by W. B. Burgoyne, of St. Catharines.

Mr. Maxwell said that few men have the dual ability to think and to put their thought into concrete action. Sir Adam had that dual ability and he placed it absolutely at the service of the people.

3 P. M. Conference Resumed:

At 3 P. M., the Conference re-convened at the Border Chamber of Commerce, Mr. Nancekivell in the Chair. There was a full attendance of delegates and other interested guests from various portions of Canada and the United States.

Mr. O. E. Fleming announced that the Windsor delegates had selected Mr. Nancekivell as the director from Windsor.

It was moved by Major Lewis, seconded by Mr. Maxwell, that Mr. Alex. Simmers be appointed a director.

Executive Powers:

Moved Major Lewis, seconded Mr. German and carried, that, as the executive committee could not be completed at this conference, the President and three Vice-Presidents be empowered to carry on the work until the Executive committee is completed.

F. M. Saunders on Executive:

At this point, the meeting expressed a unanimous desire that Mr. Saunders be one of the Association's Executive. This desire was put in the form of a motion by Mr. Cornell, seconded by Mr. Saunders and carried unanimously.

Mr. Bradley and Col. Young:

The Chairman announced with regret that neither of these gentlemen found it possible to attend the Conference, having been unavoidably detained at the last moment.

Speaker: Capt. William H. Adams, Consulting Engineer, Detroit, Chairman, Committee on Inland Waterways, Detroit Board of Commerce.

Capt. Adams' Address:

I am here today to discuss the St. Lawrence River Canalization; but there is no reason I should not touch on subjects of more local importance.

Somo months ago a number of gentlemen from the Border Chamber of Commerce attended the meeting of the Inland Waterways Committee of the Board of Commerce of Detroit - and the suggestion was there made that it might be worth while to consider some joint organization to control and administer the port of Detroit and Windsor or Harbor of Detroit River. Let us consider whether we cannot possibly make a start which would enable us to administer this harbor as one.

Suggests Amendment of Shipping Law.

There are certain laws in the way which we may have to get rid of. Some laws seriously affect lake shipping. There is one matter which I do not remember ever having heard spoken of in connection with our Great Lakes that I intend to bring up in Washington next month: That is, could we not eliminate from the laws of both countries the laws regarding coastwise shipping as affecting the Great Lakes? The law was originally intended to develop the shipbuilding industry on the Atlantic coast and to prevent European, and more particularly German shipping, from monopolizing the business up and down the coast. American shipping could not live and maintain itself against such foreign competition.

Now, the conditions in Canada and the United States are similar; there are no essential differences between us as there have been, for instance, between the American people and the Japanese. It does not seem to me that there is any good reason why there should not be some compromise effected by which shipping could be perfectly free to pass between the ports on the lakes? This would be very profitable. Every day ships are going up and down the Detroit River stopping at various ports, and if these ships could also stop at points on the both sides of the river, they could do a much larger business. I do not see any reason why, considering the possible value of the ports of the Great Lakes we should not initiate a movement to revise the shipping laws of both countries, so that there will be free intercourse in shipping between Canada and the United States. It seems to me if we could start something like that and put it across that our two Governments would be doing something of tremendous value. Shipping as a business builder depends for its success upon frequency and regularity of service. If Canada had the benefit of all the freighters that ply between American ports, and if American cities could have the benefit of Canadian boats, we would practically have twice the frequency of service that we could have under present conditions. That would not apply to tramp steamers. The great business we look for is the package freight business.

Develop Package Freight Business

The Twin Cities (Head of the Lakes) are very interested now in the grain business. The amount of grain shipped was 357,000,000 bushels of wheat last year. There is five cents per bushel saved on that, - a tre-

mendous saving; any improvement in transportation develops profit at both ends. If we can find a way to carry goods cheaper, the man who sells the goods will pocket a little gain; the consumer gets a little more, and the man who carries the goods part of the gain. All along the line the transaction would be profitable particularly to the commercial and industrial development of your Border Cities which are growing so rapidly. However, you will get no benefit from the tramp steamer. Great development of industrial life means miscellaneous cargoes. The package freight business is the business that is going to make industrial life, industrial cities and industrial development. Industrial Ontario, particularly, will depend upon the commerce of the seas.

There is a world-wide shortage of materials and manufactured goods, and no stocks are being accumulated. However, that condition is not going to be permanent. Evidently, manufacturers are going to catch up and warehouses will be needed in manufacturing and port cities to stabilize production.

Possess Your Waterfront.

On this side of the river you are going to have some problems right away; you own a little bit of waterfront; you want a lot more. I spent last summer at Pt. Arthur and Ft. William and I was astonished to see the things that had been done. These are frontier towns, and yet they are going ahead on a scale that indicates they are thinking of great big things. They have a protected harbor that can't be beaten; they have wonderful elevators. Toronto is doing the same thing on a magnificent scale. It all takes time. I am working a good part of my time trying to make it clear to some of our business men in Detroit where the profit is going to come in port development. In Detroit the people's eyes are right down on their industries thinking of money; they cannot see the possibilities of developing a city by transportation. There is no reason why you should not have 10,000 men employed in Windsor by shippers.—It is very difficult to get manufacturers to see that shipping is an industry.

We have a great Merchant Marine; fifty-nine ocean steamers were built in Detroit in 1919; can we keep the ships? Not unless we develop men who will sail and like to sail the seas. We hope that this great port will be a center from which generations of sailors will hail.

Detroit is making a start in purchasing land for port purposes; she has recently spent one million dollars for port property. Private interests are active getting themselves set in the way. There is some difficulty in that direction. Any private interest that gets a piece of waterfront stands in the way. Very few of the industries located on the waterfront make any use of it; even the railways do not use it. The railroads have consistently stood in the way. If you get a chance to get a mile of waterfront, do not let it go; let nothing stand in the way. You can get a big start toward an industrial port in connection with transportation interests that would really give Windsor something on a large scale. By exercising the right of "excess condemnation" you can acquire land enough along the waterfront so that you can re-arrange streets and create a convenient and logical port, and at the same time provide industrial sites for your future development.

Third Speaker: Hon. Sidney Story, member New Orleans Association of Commerce, formerly Manager of the National Service Section, Emergency Fleet Corp., U.S. Shipping Board, Atlanta, Ga., etc.
Hon. Mr. Story's Address: —

Traffic Emancipation Struggle at New Orleans

It goes without saying that I feel highly honored and pleased at having had the opportunity of attending part of this Conference. It

would be difficult to add much more to what has already been said here this afternoon by Capt. Adams. And, I want to say that yesterday afternoon it was an inspiration to me to listen to the illustrated expose of the great work done here in the grand City of Toronto; and, as Capt. Adams stated, we of New Orleans, had the same vision some years ago. It is true that we were situated at the mouth of that great river, the entrance to the great Mississippi Valley, and we had more years hanging over our heads than Toronto, but at the same time it was not but recently, so to speak, that we were able to assert ourselves and to emancipate ourselves from those influences such as you have to avoid not only here, but in the United States, — the railway influence that had stopped the development of transportation on our rivers. Our wharves were at one time owned by private corporations. They had been formed by a political union, and after years of effort we finally got away from this political combination, and the city took hold of it; and, from the primitive conditions that existed along our rivers we had built a magnificent system of wharves and perhaps, I dare say, one of the most magnificent railway systems on this continent. (Applause). But it was not without great effort, for we had to stand guard all night in order to put the tracks across. (Applause). Now we can deliver goods from any part of the country. We have got a magnificent port, and our shipyards since the great war have developed to magnificent proportions.

The North American Mediterranean

There is enough for everybody in the great commerce, — this great commercial momentum which has been gathering since the signing of the armistice; and, as we look through the horoscope of the future and see the great commerce of the world on the Atlantic and Pacific with South America and with Europe and Asia, there will be enough for all; and we, the Queen City of the South, the great port on the Gulf, will have our share from the vast commerce which will flood down the rivers of the continent to the Gulf; and as Mr. Bradley was hooked to speak here this afternoon, on "The Mediterranean of the North," as I look at it on the programme, it seems to me as though he was selecting something of ours — we look upon the Gulf of Mexico as the Mediterranean of the Western Hemisphere.

Now, my friends, we want to lend to you our moral support in the great development which you are initiating in this section of Canada and of the United States. You need our moral support, and we need yours. We have been fighting for a half-a-century for the development of navigation down the Mississippi River. Years ago before railways were developed to the proportions of to-day, a vast commerce flowed down the rivers, but when the railways came, through their influence, they took away that commerce, and for all that time up till the great war, we were never able to develop any transportation on our rivers, because railways were built East and West.

The War and Transportation Development

The great war has been a blessing in disguise, and it has given the people of America — and when I say America I mean Canada also — a vision; and the result has been that North, East and South, propaganda is on foot for the development of transportation on our rivers and on our Great Lakes; for the upbuilding of our ports and the development of our commerce. In other words, both Canada as well as the United States, have awakened to these facts. We are out of our swaddling clothes, and now we stand with the other competition in the international arena of world trade. And if we want to build up our industries, we must look with concern upon the tremendous competition that we are going to meet. Therefore, we must put our house in order, and the only way we can do

that, is by developing transportation to the sea, by building up our ports, in a manner magnificent, such as Toronto has done and New Orleans has done; and then, when once we have done that, we must develop our transportation across seas, because we know that no nation throughout all history has ever reached to any great distinction that was not a maritime nation.

Think of the States in 1914 when war broke out in Europe; there were the European nations out on the sea going for each other; there was our great country's commerce practically stagnated in our ports because we had no ships. Previous to that time we had depended absolutely upon the cargo ships of other nations, mostly our competitors. Although neutral nations wanted cotton, we could not ship cotton because we had no ships. When we joined issue with the Allies, our Government looked this way and the other, and we were confronted with the necessity of transporting armies, munitions and food to Europe, and we had to build this Merchant Navy, and out of the morasses, out of the swamps, sprung the shipyards, as if by magic, and within a year's time, we began to turn out the ships that were needed to transport these troops. Now that the war is over, we have got millions of tons of shipping on our hands, and we must use it; and, when I say we, I mean Canada as well, because you have got your shipyards, and you have got your great products of export and your great industries to develop, and we cannot reach the markets, in competition, unless we have the facilities of cheaper transportation; and that you can get by the development of a deep sea channel from the Great Lakes to the Atlantic, and establishing a system, as Capt. Adams said, that would be regular and dependent because you cannot build up commerce to-day with the tramp steamer. The tramp steamer belongs to days past; but it is the package transportation cargo that you need to build up the commerce of a port, — a regular and dependable line that will leave these ports and get out into the Atlantic, and sail for the markets of South America or Europe, or the markets of the Pacific Ocean through the Panama Canal. Ships that leave on regular days. We must think in terms of shippers; we must think in terms of port development. We have got to teach it to our children. We have got to develop our transportation system under our own flags and under our own control so as to keep the benefits that will accrue to our nations through the development of our foreign commerce.

Mr. Geo. E. Hooker:

Mr. Hooker, Federal Trade Commissioner, Department of Commerce, Washington, D. C., then spoke briefly, commending the calling of the Conference and eulogizing the object for which it was called.

Auto Drive, 4.45 P. M.

Through the courtesy of the Border Cities' Real Estate Board, an auto drive around these Municipalities was arranged. This drive finished at the Essex County Golf Club, where the Real Estate Board entertained the delegates and a large number of leading citizens to a banquet.

Wednesday, 10th December, 6.30 p.m.:— Banquet tendered by the Border Cities Real Estate Board, to the Conference Delegates and a large number of leading citizens. Mr. W. E. Gundy, President, in the chair.

President W. E. Gundy's Address:—

It is my pleasant duty to-night to welcome the delegates of the Canadian Deep Waterways and Power Association. We are indeed pleased

to think that your representative from New Orleans has brought his family with him; and, I sincerely hope that when they return to the Sunny South they will carry with them pleasant recollections of their visit to the Border Cities. If I may say so, we are writing history during yesterday and to-day; and, I venture to believe that, in the annals of our Country, the Convention which has just been held at the Border Cities will rank as one of the important events marking the progress of the United States and Canada.

Perhaps, it may not be out of place to remind you that we now stand upon historic ground. We are here to-night in the old historic town of Sandwich; we are here in this Golf Club on the old Prince Farm, the home of Col. Prince who figured prominently in the earlier days of Canadian history. It is said that at the time of the Rebellion in 1837, Col. Prince was in charge of the Canadian forces here when the Patriot Rebels were defeated in the Battle of Windsor; and, as a result of a court-martial thereafter conducted by the Colonel, two persons were shot. The matter became a question of national importance and was brought before the House; and, eventually things here grew so hot for the Colonel that he moved to Sault Ste. Marie, where he died.

H. R. H. Prince of Wales, the Club's Previous Guest.

I might say further, gentlemen, that the last guest entertained by the Border Cities at this Club, was H. R. H. Prince of Wales; — a Prince whose manly, sportsmanlike qualities, and whose modesty and consideration for those with whom he came in contact, endeared him to the people of the Border Cities, and, indeed, of all Canada. And, I may add, it is very pleasing to note that in the United States he has made an equally splendid impression.

Now, when dealing with these historic matters, may I refer for a moment to a few facts relating to the questions which have brought this Convention together.

Canada the Pioneer in Canalization of Waterways.

I do not know whether it was mentioned; but, if I might be permitted to say so, Canada has been a pioneer in the canalization of the Great Lakes Waterways.

As far back as 1779, a canal to assist navigation was constructed on the St. Lawrence, between Lake St. Francis and Lake St. Louis. True, this was not a very important canal as considered in later days. It had a depth of merely one and-a-half feet. Then, somewhere about 1800, another canal half-a-mile long was constructed at the Canadian Sault; and, when there recently, I saw a portion of that canal preserved as a memento of that enterprise of over a century ago.

Water Chief Means of Transportation in Early Days.

It is very true that in Canada in those days, water was really the only means of transportation; but, water transportation then was making advances, and rapid advances. It proceeded from the day of the birch bark canoe to the day of sailing vessel; — and, then, to the day of the steam boat. In this connection, it is interesting to mention that in 1809, one year after the "Clearmont," the first stern boat, was making regular trips upon the Hudson, and before any steam boat plied the home waters, John Molson built his first steam boat at Montreal. Seven years later, the seven hundred and forty-ton "Frontenac" was launched upon Lake Ontario. Following that time, considerable progress was made in the canalization of the Great Lakes system; and, in the early forties a boat of twenty-six feet beam and nine feet draught could pass from the ocean all the way to Chicago. It is reported that in 1850, travellers from Europe going to the Western portions of the United States or Canada,

considered that the last word in luxurious travel had been achieved on the Great Lakes. Steam boats piled from Montreal to Chicago; and, the rate of fare was marvellously cheap.

In those days, it appears that competition between the steam boats was intensely acute, while accommodation was of wholly remarkable character.

Why Long Period of Stagnation in Development of Water Transportation?

Now, I have frequently asked myself:— Why was it that having made such progress — because in those days the boats plying on the Great Lakes and the St. Lawrence, were superior to any others then known to the Inland Waterways of Europe; — why was it, therefore, that having made such progress in water transportation up to the early fifties we had gradually drifted back into a prolonged period of stagnation?

Doubtless, the one important reason was that during at least four months of each year the Great Waterways are frozen up, passage by steam boat being thus blocked for that annual period.

The first railroads built in Canada were built to bridge the difficulties of the St. Lawrence; but, in the early fifties a period of railroad development commenced in Canada and has continued from then until now.

Railways a Surprisingly New Method of Transport

It may not have occurred to many of you that it is only about ninety years ago since the first railroad was constructed in Great Britain. At that time, strange to say, the question arose as to the power that would be used upon that railroad. Apparently, the engineers of Great Britain were much divided in opinion as to whether they would use horse power or stationary engines; — or, indeed, what kind of device they would use to propel the vehicles on the railroad.

The Greatest Race in History

Probably, the most remarkable race ever run, either as a sporting or as a commercial event, took place in Great Britain. It was a race between four steam engines. One named the "Rocket" — which was I think, produced by Stevenson & Booth, and three other engines the names of which are not so important. The race was contested for a prize of five hundred pounds, and its terms were that the engine was to draw a load of twenty tons at the rate of not less than ten miles an hour for a distance of seventy miles a day. This was considered so impossible that the "Quarterly Review" characterized it as absolutely ridiculous to talk of steam engines travelling twice as fast as stage coaches! Public men said you might as well be shot out of a rocket, as to think of travelling by steam engine at that rate of speed. All sorts of clamorous predictions prevailed as to the disastrous consequences to agriculture, etc. of the hurtling of steam engines through the Country. Then, what would happen — what would become of the coachmen and the coach builders, and the horse dealers, etc., etc.; and, think, what would happen did a cow stray upon the track!

And, that was but ninety years ago, — and, only about seventy years ago our railroad development commenced in Canada.

The Great Western Railway, the first of our big Canadian systems, was completed from Windsor to Suspension Bridge in 1854. When you come to think of it, in the life-time of many men yet living and, perhaps, of some of us who are here to-night, the first railroad in Canada was completed only sixty-five years ago.

Canada's Stupendous Railway Achievements

Since that time, however, railroad development has been one of the main matters that has largely absorbed attention in Canada. Political exigencies, commercial considerations and the desirability of bringing the East and West together, have doubtless had an important bearing upon the wonderful railway development now represented by the three great Transcontinental lines across our portion of the North American Continent. Can such a stupendous railway achievement as three Canadian Transcontinentals be equalled in any other country in the world?

But, while we were engaged in building railways, we overlooked the fact that Waterways Transportation, particularly for bulk purposes, is one hundred times cheaper than wagon transportation, and ten times cheaper than railway transportation. (Applause). And, to-day, we have evidence that the people of the United States and Canada are waking up to the fact that, the railways are no longer adequate to take proper care of our requirements; that, we have absolutely got to revert to water transportation; — not, remember, that it is a question of water transportation against railway transportation — which my friend Mr. Craig has so ably pointed out. On the contrary, the necessity for co-operation on the part of the railways with lake transportation is now imperative. Only by such co-operation can the railways meet the swiftly increasing traffic of our country. Further, with such co-operation, they will make more money while giving the public cheaper, better service; — and, there will still be plenty for both the water carriers and themselves.

Commercial and Political Aspects of Waterways Project.

Now, I did not intend to make a speech of this kind; We have with us to-night Mr. W. M. German, K.C., of Welland, and other gentlemen who have made a long careful study of the whole matter. I might add, however, that if there is one class of people more interested than another in the great waterways proposition, it certainly is the producer. The consummation of the scheme means the getting of his goods to market; it also means the taking of goods to the consumer at a cheaper rate than he is now paying. In addition, it is going to bring the East and West together, as nothing else that could possibly be conceived ever could do; — and, is not that what we have for so long and so faithfully striven? It will build up both the industries of the East, and the agricultural prosperity of the West.

But, this whole question which has engaged your attention for the past two days is now of absorbing interest to everyone in Canada. It appeals to us from, say, two standpoints, as did the development of our railways: —

(1) For commercial reasons, it appeals to both producer and consumer; because the producer, by means of lower transportation charges, will get his goods to the market cheaper. On the other hand the consumer will be able to bring his goods so much closer to his own door without the necessity of breaking bulk, and in this way, will effect a material economy.

(2) For political reasons: — Is there any one single project which will do more to bring the East and the West closer together; because, while assisting the industries of the East with an easier, cheaper route to their Western market, it will also benefit the farmers of the great West to the extent of about five cents per bushel on their wheat!

In fact, the more closely we look into the matter, the more clearly does it impress itself to be the one great policy which, at the present time, would reflect to the greatest benefit of all Canada.

The Chairman then called upon Mr. W. M. German, K. C., Welland.

Mr. German's Address:

I have enjoyed attending the meeting of the Deep Waterways and Power Association very much indeed. I enjoyed yesterday's meetings; I enjoyed to-day's meetings; but this is the hour of my discontent. This is the part that I do not like, and if you ladies and gentlemen came here with any expectation of hearing anything intelligent or eloquent, or instructive, I fear you will go away sadly disappointed. But I was always inclined to do the best I could, and that is all the best can do, and if it is not as good as you anticipate, you will know it is my best.

I think the thanks of the Association are due to the Border Cities' Real Estate Board for this magnificent banquet on this historic ground, and I am not surprised that the Real Estate gentlemen are able to put up a pretty substantial banquet, when I see that real estate has risen to the proportions it has. I think the Real Estate gentlemen are entitled to congratulations. I have been delighted with the Convention at Windsor; I have known Windsor for a long time and I have known many of the citizens of Windsor.

I have felt a very great interest in the Deep Waterways scheme for many years; it is a proposition which will involve enormous sums of money. Canada at the present time is raising enormous sums of money; and there are times ahead of Canada, — strenuous times, — in which the ability and energy and determination of the Canadian people will be put to the test. I, for one, have no fear for Canada or the Canadian people. (Applause). Canada is doing something to-day which none of us twenty years ago could possibly have anticipated. The war has shown us what the people of Canada can do, and will do in the case of emergency. Canada has just found herself now by reason of the war which has devastated the world, so we need have no fear of the burden of debt which has accrued.

**Government Railway Ownership Will Stimulate
Water Transportation**

The transportation question is one of momentous importance. As has been said, water transportation years ago was the only source of transportation; the shipping interest was thriving. Railways came along and took enormous strides. We have built three trans-continental railways with branch lines all over the country. It has incurred enormous expenditures. All these lines but one have now been taken over by the Canadian Government, and I, for one, feel exceedingly pleased that the people of Canada have taken hold of the proposition of Government ownership of those railways. I am delighted the Government has taken over those railways. I have confidence that there is intelligence enough, honesty enough in the Canadian people to make the public ownership of those railways a success. There has been considerable talk against Government ownership of public utilities in this country, — and we have always had cited to us the history of the Inter-Colonial Railway. This was built for bringing about the confederation of the British possessions. It was built as a political railway, and it was run as a political railway; there was never any particular desire to make it anything else; it was built in the interests of the maritime provinces and run for their advantage. But now that Canada has really taken hold earnestly of Government ownership of these railways, I have no hesitation in saying that they will be run intelligently, economically and profitably; and I believe that the very fact of the Government owning these railways will be to the advantage of the deep waterways. We had those railways opposed to the deepening of the St. Lawrence. Now that they are controlled by the Government, that opposition will be removed. I doubt if any serious opposition will come from the Canadian Pacific.

Why the Welland Canal Was Deepened

There is, as has already been said, ample work not only for the railways, but for shipping interests as well. The great problem, to my mind, in connection with the deepening of the St. Lawrence route will be the electrical power development connected with the deepening of the St. Lawrence route. Power will be developed from the St. Lawrence sufficient to run every railway in Canada within distance of electrical power transmission so that instead of those railways being run by coal which is necessarily purchased in the United States, those railways will be run with electrical power developed in our own country and on our own soil.

When the present Welland Canal was constructed to 14 feet of water, Mr. John Paige, who was then the Chief Engineer of the Department of Railways and Canals, thought that construction was sufficient to satisfy all shipping interests for all time to come. But before that canal was completed, the ships on the Great Lakes had outgrown the Canal. Consequently, there was an agitation for an increased size canal. I felt an interest in it, not only in the deepening of the Welland Canal, but in the deepening of the St. Lawrence as well. Agitation, suggestion and general work brought about at last the beginning of the enlargement of the Welland Canal or the construction of a practically new canal.

The construction of the new Welland Canal was begun under the administration of Sir Wilfred Laurier and contracts were let during the term of his administration. The work was going on splendidly, and would have been completed by now had the war not intervened. The estimated cost of construction of the new Welland Canal was fifty million dollars. Undoubtedly, with changed conditions, with labor at a price that it is at present and everything advancing, that estimate will be increased by ten or fifteen millions.

Welland Canal Improvements Useless Until St. Lawrence Project Completed

The construction of the new Welland Canal, advantageous as it will be, is only advantageous, and can be only advantageous, if it is coupled up with an enlargement of the St. Lawrence route. The Welland Canal will be practically of no benefit without the enlargement of the St. Lawrence route. I know that Kingston and Brockville and Prescott felt very desirous of having the Welland Canal enlarged and not the St. Lawrence being made navigable. They had the idea that large freighters instead of trans-shipping their cargoes at Pt. Colborne, would pass through the Welland Canal and trans-ship their cargoes at Kingston or Brockville or Prescott, thus building up these cities at the lower end of Lake Ontario, which would be advantageous to them. But I have been told that the large upper Lake freighters would not take the chance of navigating the Welland Canal, simply for the increased carriage to Kingston or Prescott, so that, to my mind, the enlargement of the Welland Canal is wasted money, - practically wasted money - unless we enlarge the St. Lawrence route. It will involve many millions of dollars. There have been estimates made of 100 million dollars, or more, but I would venture to say that before the St. Lawrence route is made navigable for ships 800 feet long, with 30 feet draught which is the size of the locks on the Welland Canal, that it will cost nearer 200 millions, with labor and everything else at the prices that we have them at present, and at which they are very likely to remain for many years to come.

Why Worry About Cost of Project

Now, when we talk of 200 millions, we talk in big figures, but, recently, in twenty days, Canada raised over six hundred

millions of dollars. In twenty days, who would have thought it! It would have staggered our imaginations ten years ago, if it had been said that Canada could raise 600 millions. What will 200 millions be then for something advantageous? In addition to that, there is the electrical power development. We heard to-day from Sir Adam Beck considerable about that electrical power development. He gave us to-day an estimate of the power that would be involved in that development, from the foot of Lake Ontario to the Head of Lake St. Francis. If this is done under the supervision of the United States and Canadian Governments, our country will be entitled to one-half of that power, so that the United States will have a million electrical horse-power and Canada one million. Below Lake St. Francis there is another two million horse-power. Suppose we have two million electrical horse-power developed on the St. Lawrence route. What does that mean to Canada? It would turn every wheel of commerce within the distance that electrical power can be transmitted; it would turn every wheel of every factory in this country, if it could reach every factory in this country.

Our Lack of Vision

In 1891 the Government of Ontario entered into an agreement with the Canadian Niagara Power Company, which was a company composed of New York capitalists; that company obtained a concession from the Governor of the State of New York to develop power at Niagara Falls. They also obtained a concession from the Government of the Province of Ontario, and in the agreement which they made with the Government of the Province of Ontario, they had it stipulated that they had the right to use all water of the Niagara River within the limits of Queen Victoria Park for 90 years, practically tying up in the hands of that company all the water on the Canadian side. That agreement was thought to be an exceedingly good agreement. The company was to pay the Ontario Government \$1.60 per horse-power for the first 10,000 horse-power developed; for the second 10,000 horse-power they had to pay \$1.00; for the third 75 cents, and after and above 30,000 horse-power, they were to pay 50 cents per horse-power for electrical development. There was attached to the agreement this: That after five years if they had not developed 10,000 horse-power on the Canadian side, the agreement could be cancelled; and in 1896 that five year term had expired and nothing had been done, so the question came up as to whether or not their concessions should not be cancelled. In that year there was a Provincial election; I was the candidate of what was then the Liberal party, and that election was decided, on the issue of the breaking up of that power agreement. I was elected by a substantial majority. I moved a resolution in the Legislature that that agreement be cancelled. The then Prime Minister of the Province suggested that the resolution should not be pressed; I told him I could not help it; this water of the Niagara River is tied up in the hands of New York capitalists practically for all time to come. They have not carried out their obligations, and the agreement must be cancelled. "Why, we will lose the revenue which we get, and will get no other company to develop the power," he said. They questioned whether the power could be transmitted to Toronto; electrical development was in its infancy; he (the Prime Minister) thought that no other companies would come there to develop this electrical power. I said: "You will see more people visit Niagara Falls to see this development than to see the Falls themselves." In both predictions, I was absolutely correct. You can see that, within 23 years, this development has made enormous strides.

Project Will Develop Electric Power Sufficient For All the Industries of the Land.

Instead of simply transmitting power to the City of Toronto, it is transmitted much farther, and I believe it will be found quite practicable.

able to transmit it 500 miles; and in this great St. Lawrence route proposition we will have sufficient power to turn the wheels of commerce throughout this land. That is the object which we have in forming this Deep Waterways and Power Association. We have, I believe, built larger than we knew. I believe that the formation of this Association to-day will go down into history, but we have begun this work, and it won't do to simply sit down, having appointed officers, etc., and to leave it all to the Secretary and do nothing more.

The Vital Importance of Foreign Trade

This is a work which has to have behind it the energy and enthusiasm of the whole people of the country. (Applause). The people of the great West may say that so far as electrical development is concerned, it does not help them. Perhaps in the Northern parts of Ontario, it may be said, it helps only Southern portions, but let me tell you that what helps one portion of Canada, helps the whole of Canada. And if the Great West is not helped by reason of electrical development, the Great West will be helped by reason of the water channel to the sea board, because it means, to my mind, that we will see ships leave Fort William with a cargo of wheat and discharge that cargo in Liverpool. (Applause). I have heard it said during this discussion that this cannot be done speedily; I am of a different opinion.

Now, I say that it is our duty as citizens of Canada to push this thing to a successful completion. I know that so far as the central portion of Ontario is concerned, every assistance will be given; it is the same with this section; I am positive that so far as Port Arthur and Fort William are concerned, and I believe from the great Western prairies as well. We will not only have ships going to Liverpool; we will have ships leaving this Inland Baltic, not only for European markets, but we will see ships leave for South America as well. And, let me tell you that the manufacturers will find it to their advantage to ship by this water route when they can load a ship, 800 feet long, with 30 feet draught of water and which will carry an enormous quantity of goods.

We must reach out for markets for our home industries. People talk about protection and talk about free trade; whether protection is a benefit or not, or whether it is better to have free trade or not, is a matter for discussion, but there is one thing that does count and loom large, and that is the foreign markets, — and cheap transportation to get to them; to manufacture our goods in Canada and send to foreign markets at the cheapest possible cost is by way of water transportation. There will be ample for the railways to do and ample for the shippers to do as well, and I, as I have said, have the strongest belief that this work will be done and done speedily. It will be our duty, not only to energetically push this thing, but to procure accurate data as to the cost of construction, to procure accurate data as to amount of electrical power that can be developed, and assuming that we could get, say 50c per horsepower, and there are two million horsepower, this is a very conservative estimate of the amount of power which can be developed, you have, a million dollars a year. 50c is not very much added to the cost of power for turning the wheels of commerce. Add 50c and you have, one million dollars a year, and how long is that going to take to pay off the indebtedness?

The Country Behind Us; Success Awaits!

It is one of the greatest projects; one which should have the assistance and encouragement of everybody. A project which must go through; a project which will go through, and go through speedily. I only hope and trust that the formation of this Association to-day

will go very largely toward making that success, as I believe it will. Toronto is behind this scheme very energetically, and what Toronto is behind usually is a success. The Toronto Harbor is being improved most intelligently, as was so intelligently explained to us by Mr. Cousins. Hamilton will derive benefits; also, every city and town on the lake fronts and people of the North-West will be getting cheaper transportation. I have no objection to other routes; the Georgian Bay has been spoken of; but the first thing to accomplish is what we have in mind at present; let us go on it with energy, and it will be a success, and we, perhaps, may live not only long enough to have seen it a success, but live long enough to have it stated, and hear it stated, that the formation of the Deep Waterways and Power Association of the Border Cities, at Windsor on the 18th and 19th days of November, 1919, was the initial step which led to that great success. (Applause). I do hope that the next time I come here that the name will be changed, instead of being the Border Cities, to the Border City. (Applause). A beautiful location! I visited the site of the steel plant, and I was more than astonished, and the gentleman who is in charge of that work there told me what surprised me most exceedingly; that 75 millions of dollars was the ultimate expenditure which they intended to make. With that expenditure, what may the "Border City" not expect to reach in the years to come? That will bring other industries, undoubtedly. Canada is just on the verge of prosperity. Sir Wilfrid Laurier said once that the nineteenth century was for the United States, but the twentieth century is for Canada. (Applause). The twentieth century has opened with what you might call a black eye for Canada. — with one of the greatest wars. I have no fears of what the twentieth century will be for Canada, and see no reason why, instead of eight million, she should not have a population of eighty or one hundred millions. Canada is said to be now the brightest gem in England's diadem; Canada is said to be now the greatest of the British Dominions. Our resources are inexhaustible. Minerals, timber, wheat, cattle, everything that goes to make for the prosperity of man is found in Canada; all it needs is development by the energy which the Canadian people can put into it; and then Canada will rise to stand as important in the world as the United States is to-day; she will rise to be considered one of the great nations of the world. Canada, the United States, Great Britain, the Anglo-Saxons will maintain the peace of the world whether you have a peace treaty or whether you have no peace treaty. (Applause). We have great opportunities.

I wish I were a younger man than I am; I am older than I feel; but I am young enough to see a large measure of this development take place, and I expect to see it take place. What we have done here yesterday and to-day is the initial step towards that great prosperity. Let us all, as Canadians, make up our minds to be true to ourselves, true to our flag, true to our country, true to our God, and we will have one of the greatest countries which the sun has ever shone on.

Speaker: Mr. O. E. Fleming, K.C., President, Canadian Deep Waterways & Power Association.

President Fleming's Address:

Mr. Chairman: I want to thank you for the kind manner in which you have introduced me. I want to say to you that as a member of the Harbor Committee of the Chamber of Commerce, having charge of getting together for this Conference, that we appreciate what you have done toward assisting us in making this gathering not only instructive to our delegates but entertaining, as you have made it to-night. We look upon the

Real Estate branch of the Chamber of Commerce as one of the most progressive and aggressive organizations connected with the welfare of this district, and I do not know whether the people of this community will ever be able to appreciate the work that they are doing in connection with the development of our Border Cities. It is along the line of work that we are all carrying on toward development not only in the Border Cities, but also in this part of Canada. I am not going to take your time in discussing the proposition of deep waterways and power development, because you have heard addresses from men who have made themselves familiar with that subject, and you no doubt are fully informed as to the necessity for active work in connection with this great undertaking.

I will confine myself more particularly to a reference that has been made by Mr. German to the work that we have before us. I want to thank the delegates here to-night who did me the great honor of electing me the first President of this organization. I appreciate it as an honor to be at the head of an organization such as this is and must be to carry out the undertakings that we have to deal with. I take it as a compliment to the Border Cities and the Chamber of Commerce that they should have selected one of your local representatives to receive that honor.

Invaluable American Co-Operation

I want also to say to the representatives from the United States, that we appreciate very much the assistance that they have given us in connection with our gathering here on this occasion. (Applause). The work that is to be started needs the guidance of our friend Mr. Craig from Duluth, who is the active director in the Great Lakes-St. Lawrence Tidewater Association, an association covering 15 of the Middle West and Western States across the border, with the same object in view that we have, - that is, to deepen the waterways to the head waters of the Great Lakes; and his experience in connection with the organization of that body and the work that they are carrying on has been a guide to us and will be of great assistance to us in working out our plans. It is only by organization that you can accomplish anything like we are trying to accomplish. We have now organized, and I am very pleased indeed that the Association saw fit to elect my old friend, Mr. German, of Welland, as the first Honorary President of the Association. I have known Mr. German for a great many years, and I know that he is sound on this proposition, and that his mature judgment and study will be of great help to us in directing the campaign that we propose putting on in connection with this work. You have also selected as your officers a number of men who are active and aggressive, and I believe that you need not fear but that they will carry on as they should do, with enthusiasm and energy.

I appreciate the responsibility that has been cast upon me as President. It means a lot of work, - and I tell you at this time of life, I am not seeking any more; but appreciate the honor, and feel that this project is possibly the greatest that can be undertaken to-day for our general welfare. (Applause). Not only is it large in the amount of money that will be required to develop the water power and build the canal, but it is a national project of great importance in the development of the West and the East as a unit of our commercial life.

A number of gentlemen present, members of our Chamber of Commerce, probably are not familiar with the plan of organization, and I feel it may be of interest to them to know just how the great scheme has been planned.

Educational Propaganda Essential

All projects of this sort require a great deal of propaganda in educating the people up to a point where they realize the importance and neces-

sity of the proposition. This means a tremendous amount of work. We are going to invite to become members of this organization every Board of Trade, Chamber of Commerce and Municipality in Canada that wishes or desires to assist; we are going to ask them to support the organization financially and to send a representative who will be made a member of the Association. We are going to then have all the data that it is possible to get, and expect our friends from across the border represented here by Mr. Craig, to assist us in getting facts and figures relating to the benefits that will be derived by the people of both countries. We will get from the Hydro Commission of Ontario all the data they have got together and any other information that can be obtained from any source whatsoever. This literature will be distributed throughout the country, so that the people can make themselves familiar with the project.

Wherever necessary, we will hold public meetings to educate the people up to the necessity of this thing, to the soundness of the project as an economic proposition, and with the force of public opinion behind it, we hope to get the Government to put it through as quickly as possible. (Applause).

One of the things that I would like to do as President is to get in closer touch with the organization which Mr. Craig represents here to-night, and any other organization either in Canada or the United States, having similar objects in view. I believe by co-operation among these associations, with an interchange of views and material, it cannot but result in mutual advantage to have a joint organization comprising the representatives from all of these associations as in a sense international. I am sure there are many matters in common, which we can work out together. We can assist them and they us. Co-operation: - It must be an international project. From a national standpoint, I think that it is an opportunity in which these two great Anglo-Saxon nations living so close together as we do, as rivals in industrial development and commercial pursuits can demonstrate to the world the possibilities of developing common benefits and friendly relations in their mutual interests. (Applause).

I am going to ask every gentleman present to constitute himself, whether officially or unofficially, a member of this organization, - to boost it. It is only in this way that we can hope to get the people of the country interested and show them the advantages that will be derived. And, I hope the delegates will not wait until we can get together the material we propose. I think they have been educated sufficiently by the addresses already delivered to enable them to commence. Do not limit it to your own towns. The sooner we can get information to the people, the sooner we will be able to submit the matter forcefully and intelligently to the Government at Ottawa.

Let Us Act; Not Merely Talk.

I appreciate what Mr. German has said: that the officers cannot call meetings, sit down and merely talk matters over if they expect to get results. This is a matter that requires force behind it, and I am sure that we will have Mr. German's support in everything that we can do to further our work, although he has an honorary position; we are going to claim his co-operation and active assistance, because he is a man who can give good sound advice. I believe that every man that has been selected on the Executive, or as a representative, will appreciate the importance of the work that is before him; and I think the Convention has done well in electing the Executive that they have. Toronto representatives have been most energetic and most enthusiastic in connection with the work of this organization, and have assured us of their entire co-operation and assistance in bringing about the results we wish to attain.

I assure you then, gentlemen, that I shall do my utmost to bring about a successful conclusion of what I consider one of the highest projects before the people of Canada today.

The Chairman then called upon Col. J. A. Alken, Special Representative, "New York Sun," to say a few words: —

Col. Alken's Address: —

I am pleased to have an opportunity to say a word of appreciation for the kind hospitality extended to me as one of those attending this Conference; and, while not a delegate, but rather a man on duty, I have enjoyed it very much indeed.

When Hon. Mr. Keefer spoke to me on Monday with regard to this gathering, and suggested the advisability of my presence, it seemed well to accept the opportunity, more especially, as I knew that my old friend, Mr. Scandlers, was here and looked forward to the pleasure of meeting him again.

Is Confident of United States Support

As to the great project which has been so thoughtfully discussed yesterday and today, I am glad to say that when in September, I looked carefully into the question at Ottawa, we were pleased to give the whole matter prominence in the columns of our newspaper, at same time making favorable comment thereon. I am satisfied that the project will win strong support in the United States, and in all parts thereof. This, because the people there have a way of looking at things in that large sense that sees beyond the merely local good into the wider realm of the general good.

In my work upon "The Sun," I am privileged to deal with Canadian questions chiefly, and I look upon this as a special opportunity to do all within my power to promote among the American people a clear and intelligent knowledge of Canada and Canadian affairs.

New Phases of Transportation

In connection with the great question of transportation, it is interesting to note certain new phases which would seem to indicate interesting possibilities. For instance, the automobile and motor truck have now become quite an important transportation factor, — a development which has involved a great improvement in our highways. As some indication of the foregoing, I might mention that at a recent convention held at a Pennsylvania centre, only seventy-five of the three hundred delegates attending, came by rail; the rest travelled by auto.

Then again, there is aerial transportation which, though still in its comparative infancy, is making rapid progress. You may have noticed that, just recently, experimental flights between London and Calcutta and London and Cairo, are being organized, in which the aircraft will carry heavy loads.

Waterways Destined to Be Much More Generally Used

However, apart from such new transportation possibilities, it would seem to be very evident from a number of pronounced indications that we are now approaching a time when water will be much more generally used in the inland carrying trade of both Canada and the United States. Indeed, it already seems quite certain that, ere very long, the railways will not so exclusively control the transportation business of both countries. To my mind, our waterways are shortly destined to play an infinitely more important part in the commerce of our lands than they have done during the past fifty years. When it is the case that 90% of the world's ocean shipping will be able, on the completion of this water-

ways project, to sail from the Atlantic, up the St. Lawrence to the very head of the Great Lakes, unload their over-seas cargoes at lake ports and return re-loaded with Canadian goods destined for the markets of the world, it is wholly safe to predict for these Border Cities and their sister-ports all those magnificent advantages which would now seem to be in clear sight.

It is a National, Not a Mere Party Issue

I was most favorably impressed by the large view which Sir Adam Beck took of the whole Waterways project; and, while I am not at all favorably disposed toward Government Ownership, the development of our Waterways is far too large a matter to be considered as either for or against the principle of Government ownership. I am convinced that the whole question will be dealt with entirely upon its own peculiar national merits.

To my mind, the hydro achievement of which Sir Adam is the soul and moving spirit, has resulted in the conservation of Ontario's water-powers to a far greater extent than generally known or appreciated. Her possession of hydro power will inevitably attract many industries to Ontario and will, beyond question, assure her of an adjacent and most wonderful industrial destiny. I could not help concluding thus as I contemplated to-day the immense development work of the Steel Corporation at Ojibway. Such development emphasises the ultimate degree of confidence in the future of these parts by men of practical vision.

The West is With You.

As one who spent fifteen years in the Canadian West, I am sure that if the attention of the Prairie Provinces is properly drawn to the importance of improving our waterways, their enthusiastic support will be generously forthcoming. I well remember their energetic support of the Hudson Bay Railway, a support which was unquestionably based upon the hope of lower freight rates to the other side of the Atlantic, owing to the shorter railway haul to tidewater. Such being the case, it seems to go without saying that the farmers of the West will endorse with far greater enthusiasm your far more important transportation project with its infinitely greater economic possibilities from their own particular standpoint. In addition, I am convinced that our Western farmers will not think wholly of their own advantage, but will duly recognize the magnificent meaning of the project from a national and international standpoint.

The Broadening Influence of the Great War

Since the war, Canada has taken on a larger, broader national status. Her people are now striving to work out the problem of her position in the Empire and her relation thereto; and, it would seem to me that nothing, at this moment, could more forcefully impress upon the world beyond, the national character and status of Canada, than the carrying through capably and successfully of the great and splendid project so thoughtfully considered at this Conference.

In conclusion, I am inclined to think that the Farmer Government of Ontario are likely to be conservative in policy; and, after all, it may not be to the disadvantage of this country, nor of the United States, were a little more brake put upon public finance and did the people cultivate the habit of thinking more seriously over large figures. Nevertheless, I am sure from an interview that I have just had with Ontario's new Premier, that his Government will always willingly, carefully and favorably consider any large project or undertaking calculated to advance the greatest and best good of the nation.

GREAT WATERWAYS CONFERENCE

Musical Interludes: - Between addresses, Mr. Eugene Janise and Mr. Orville Griffiths rendered several vocal numbers, all of which were insistently encored.

The singing of the American and British National Anthems concluded the proceedings of this notable and highly successful Conference.

RESOLUTIONS:

1.

Moved by Mr. O. E. Fleming, K.C., Windsor, Ont.

Seconded by Mr. W. M. German, K.C., Welland, Ont.

THAT one of the objects of this Association shall be to act in conjunction with and co-operate with the Great Lakes-St. Lawrence Tide Water Association and any other like organization having similar objects in carrying on the work that we deem urgent and most essential to this country; the opening up of the natural waterways from their head to the tide waters on the St. Lawrence River; and to facilitate and cheapen transportation, power, development, etc. - Carried unanimously.

Windsor, Ont.

19th November 1919.

2.

RESOLUTION

Moved by Mr. O. E. Fleming, K.C., Windsor, Ont.

Seconded by Mr. C. R. May, London, Ont.

THAT this Association is of the opinion that the work to be undertaken in the deepening of the Natural Watercourses for ocean going shipping should be undertaken by the Governments of the United States and Canada jointly, and that it should be operated as a joint undertaking, so far as the Watercourses may be International that the water powers of the St. Lawrence should be developed to their fullest extent for the purpose of producing a revenue. Such revenue to be used to provide a sinking fund for the retirement of the capital expenditure, payment of interest and maintenance and operation of the canal system and hydro electric operation; and that in this way, in our opinion, the project should be made self-supporting. - Carried unanimously.

Windsor, Ont.

19th November 1919.

3.

RESOLUTION

Moved by Mr. E. L. Cousins, Toronto.

Seconded by Mr. Alex. Simmers.

Finances: - That the organization be financed by grants from the Provincial Governments, from various municipalities and other organizations on a plan to be formulated by the Executive Committee.

Constitution and By-Laws to be prepared by the Executive Committee and submitted to the Directorate at an early meeting. - Carried unanimously.

Windsor, Ont.

19th November 1919.

4.

RESOLUTION

Moved by Mr. A. Simmers, Windsor, Ont.

Seconded by Mr. M. M. Maxwell, Chatham, Ont.

THAT we extend to the Great Lakes-St. Lawrence Tide Water Association our felicitations and tender our energetic support to them in the work that they have undertaken, and offer to co-operate in any way that is possible for us to further the mutual objects; also appreciation of Mr. Chas. P. Craig. - Carried unanimously.

Windsor, Ont.

19th November 1919.

