

(1) (a) The proposed St. Lawrence Ship Canal.

(for description, costs, estimated traffic, and economies see Section 5 (2) of attached paper wherein it is shown that the net benefits to commerce by lowered navigation costs and without taking account of revenue from power considerably exceed the costs for interest, amortization and operation)

This project, in one section, is International in character and it cannot be constructed without agreement between Canada and the U.S.A.

Certain alternative routes joining the St. Lawrence at Prescott to the Ottawa have been explored, but they are impracticable on grounds of excessive cost, deficient capacity and increased hazards to navigation. Similar considerations rule out the project for the Georgian Bay Ship Canal, the capacity of which, apart from other inherent limiting features, is restricted to not over 15,000,000 tons per annum by the available water supply on the height of land section between Lake Nipissing and the Mattawa River.

(b) The present St. Lawrence Canals.

In 1927 these canals handled about 6-3/4 million tons of traffic and the congestion and delays which were experienced showed conclusively that the practical capacity was about reached.

To reconstruct this system to permit passage to the large lakers on the basis of side canals would be vastly more expensive than to improve the river for navigation and power as contemplated in the St. Lawrence Ship Canal project, and it is doubtful whether this would be physically practicable without the consent of the U.S.A. to the raising of certain water levels as required by the Treaty of 1909.