

ALTERNATIVE ROUTES FROM  
THE GREAT LAKES TO THE SEA.

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1. Within the next two years the opening of the Welland Ship Canal will give the extensive shipping (1) of Lakes Superior, Huron, Michigan and Erie, which has been developed on a basis of 22 foot draft, access to Lake Ontario from which it is presently excluded by reason of the small locks (2) of the existing Welland Canal.
2. The alternative outlets for traffic to the seaboard which will then require consideration are -

(1) The St. Lawrence Route.

- (a) The proposed St. Lawrence Ship Canal;
- (b) The present St. Lawrence Canals;
- (c) The Rail Route.

(11) The Oswego-Hudson Route.

- (a) The proposed Oswego Hudson Ship Canal;
- (b) The present Oswego-Erie Canals and the Hudson River;
- (c) The rail routes from Oswego to the Atlantic seaboard.

NOTE (1) In 1928 there were 767 vessels with a gross capacity of 4,480,817 tons, of typical dimensions 600 feet long, 60 feet beam, 21 foot draft, and carrying capacity 12,000 tons gross engaged in trade on the Upper Lakes.

(2) The typical vessel navigating Lake Ontario and the St. Lawrence is 253 feet long, 43 feet beam, 14 foot draft and has a carrying capacity of about 2,800 tons gross. It is necessarily higher powered and more expensive in construction and operation for given loads than is the Upper Lakes.