

7. (a) continued.

	EX. N.	Key	Hours Difference	
World Market	America	Point	from Lake Ontario	
	Commerce		in favour of	
	of Great		St. Lawrence	Oswego-
	Lakes			Hudson
	area			
West Coast of Africa	0.6%	St. Vincent	5.5	
East Coast of S. America	4.1%	Pernambuco		24.3
West Indies and Central America	0.7%	Nassau		89.6
Gulf of Mexico	14.8%	Key West		94.3
N.E. coast of S. America	1.2%	Barbados		51.4

(D) North of Scotland (E) English Channel.

(b) and (c) Economics in transportation and cost.

	<u>St. Lawrence</u>	<u>Oswego-Hudson</u>
Present Interested Traffic	32,200,000 tons	15,500,000 tons
Net Benefit to Commerce & Power	\$35,800,000 minus	\$ 4,360,000 (1)
Power Development included	1,365,000 H.P.	nil.
(2) Cost (including upper Channels)	\$509,300,000	\$676,400,000

(1) for Oswego Canal alone and allowing nothing for cost of upper lake channels and Hudson River improvement.

(2) 25 ft. project in each case.

8. Conclusion.

"Of the various alternative routes from the interior to the seaboard, none offers advantages comparable with those of the natural route by way of the St. Lawrence".

9. Comment.

*Jan*